

U.S. & CAN.

# ATLANTIC FISHERMAN

JUNE  
1953

SERVING ATLANTIC COAST • GULF OF MEXICO • GREAT LAKES

*Resists Sudden Strain...*

A rough sea, a driving wind,  
the sudden and tremendous surge  
of a ship's weight on the mooring  
lines... all part of a day's work for  
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# PERKINS - MILTON Announces **CATERPILLAR DIESEL**

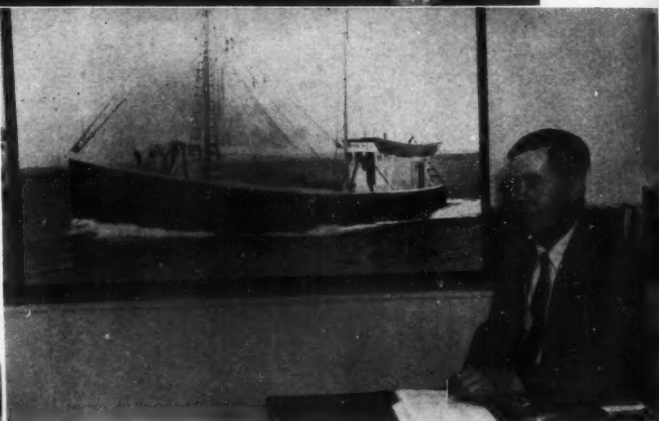
REG. U. S. PAT. OFF.

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Above is a view of our new Marine Branch Service Department on the waterfront at Fairhaven, Mass., which offers the finest service and sales facilities for Caterpillar Marine Diesels.

Our shop is equipped to serve you in repairing and rebuilding Caterpillar Diesel Marine engines, under the direction of Charles Rocray.



Above is Sid Rideout, manager of our marine branch in his Fairhaven office, with picture of the Vineyard Haven dragger "Roann", one of many Caterpillar-powered vessels.

At left is Donald Sullivan, in charge of the Fairhaven parts department, which carries a complete stock of genuine Caterpillar parts and accessories.



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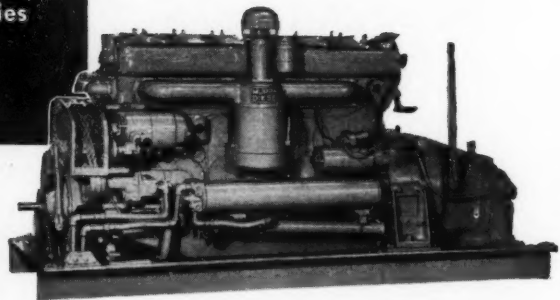
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sales, parts and service facilities  
convenient, prompt and dependable**

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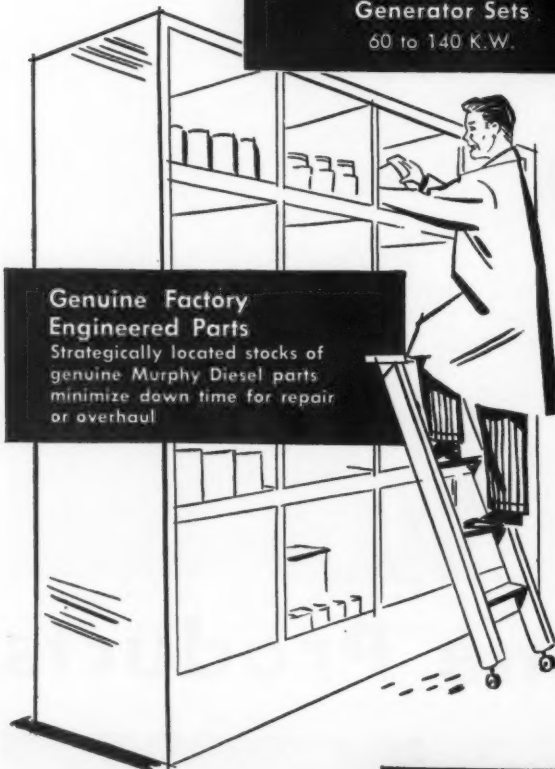
**Generator Sets**

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**Genuine Factory  
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Strategically located stocks of  
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minimize down time for repair  
or overhaul



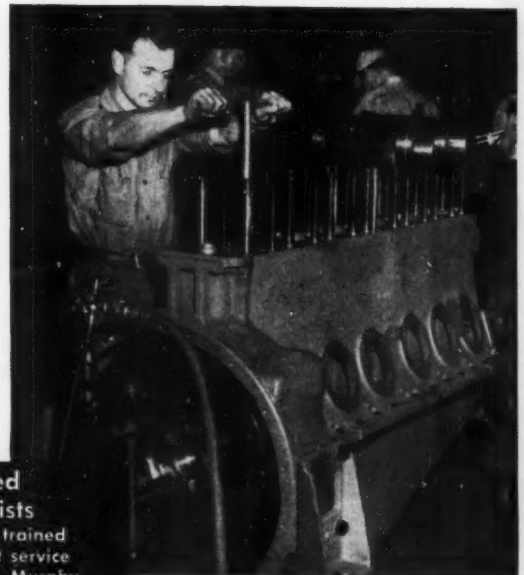
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**Factory Trained  
Service Specialists**

Dealer servicemen are trained  
in the newest and best service  
techniques right in the Murphy  
factory



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# Editorial

## A Product-Promotion Program Needed

A significant note was sounded at the National Fisheries Convention when the new Fisheries Institute President, F. McG. Bundy, declared that the biggest and most important job facing the fisheries industry today is that of meeting competition of other foods, and that this would be accomplished only through greater cooperative sales promotional efforts.

John A. Logan, President of the National Association of Food Chains, reiterated Bundy's observation by warning the fishing industry that it faces increasing competition from other nutritious foods, and saying that the industry should fit its merchandising program into a modern retail merchandising pattern.

Mr. Logan suggested industry-wide action to create broader consumer interest in seafoods, pointing out that the meat industry spent 1½ million dollars in 1951 (exclusive of money spent by individual companies) to increase consumer interest in meat, and that the dairy industry spent \$884,000.

A newly prepared report on the Fisheries of New England, compiled by the Committee of New England of the National Planning Association, and issued by the New England Council, points up the need for increasing the demand for fish products. The report states a major problem of the New England fishing industries is how to make the large interior population of the country more fish conscious, and that a small shift of preference to fish can produce a greatly expanded demand.

Following a discussion with members of the National Fisheries Institute at its recent convention in Washington, representatives of the Canadian fishing industry at the annual meeting of the Fisheries Council of Canada, agreed to participate in a joint promotional campaign for fillets. The campaign would be sponsored by American and Canadian producers, as well as European exporters, and financed by a ¼ cent per pound assessment on fillets sold in the United States.

The larger export fillet firms of Norway and Iceland now have agreed to the program, provided a reasonable percentage of both foreign and domestic producers participate.

At a meeting of the Massachusetts Fisheries Association last month, Mr. Bundy advocated that domestic producers take advantage of the opportunity to join with foreign producers in embarking on a joint product-promotion program. He expressed the opinion that the tariff issue will become far less important if, through such a program, the industry could increase the consumption of fillets in the U. S. just one pound per capita annually.

It is generally agreed by responsible leaders of the fishing industry in both Canada and the United States that the soundest approach to the industry's current marketing problem lies in market expansion. The potential for increased fish consumption is great, and modern merchandising and promotional methods will be required to achieve the increase in sales which is necessary.

The quarter-cent per pound assessment to finance the advertising program is moderate, yet would raise a substantial amount if applied to all fillet production. On the basis of last year's output of 181 million pounds of fresh and frozen fillets in the country, the total revenue would be \$452,500, while groundfish fillet imports of 107 million pounds would produce \$267,500. This would provide a total potential fund of \$720,000 with which an effective campaign could be financed.

A nation-wide advertising campaign to increase fish consumption has long been needed, and it is encouraging that definite steps now are being taken by the National Fisheries Institute to make such a program a reality. The fishing industry should give its full support to the plan, and every fillet producer should be ready to make his proportionate contribution. The dividends that will accrue will repay the nominal investment many fold.

# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Serving the Commercial Fishing Industry on  
Atlantic Coast, Gulf of Mexico, Great Lakes  
VOL. XXXIV JUNE 1953 NO. 5

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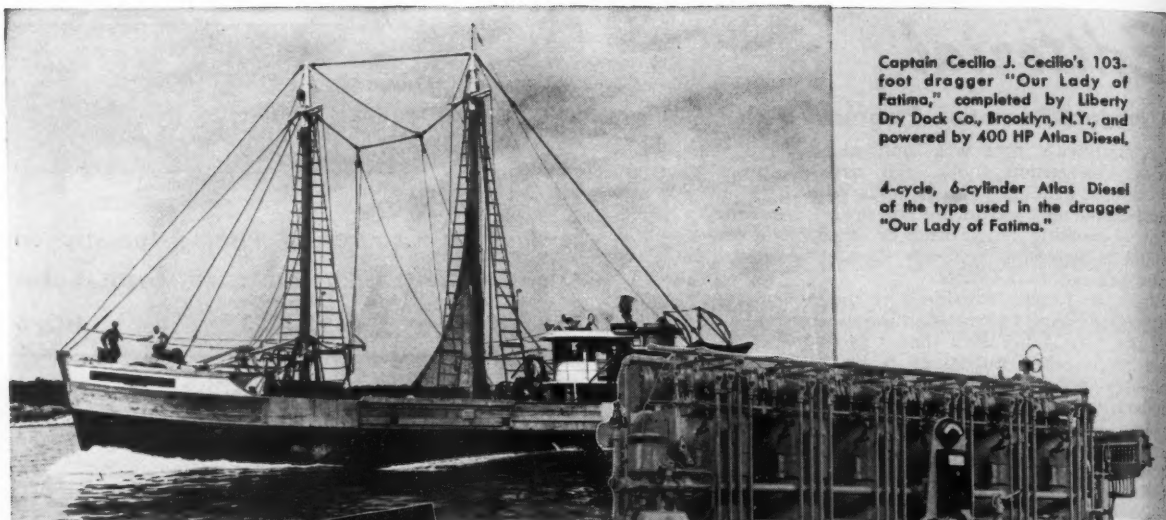


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Captain Cecilio J. Cecilio's 103-foot dragger "Our Lady of Fatima," completed by Liberty Dry Dock Co., Brooklyn, N.Y., and powered by 400 HP Atlas Diesel.

4-cycle, 6-cylinder Atlas Diesel of the type used in the dragger "Our Lady of Fatima."

**MARINE  
DIESEL**

Helps "Our Lady of Fatima"  
make record hauls from the Grand Banks

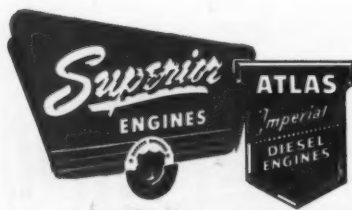
Since she was completed early in 1952, the dragger, "Our Lady of Fatima," has been fishing off the Grand Banks with outstanding success.

During her long round trips out of Gloucester the dragger's Atlas Marine Diesel has displayed the dependability for which Atlas Engines have always been noted.

When dragging for redfish "Our Lady of Fatima's" performance and maneuverability have convinced

Captain Cecilio that his choice of an Atlas Marine Diesel is paying off in record hauls.

Captain Cecilio's experience is typical of the success stories reported by users of Atlas and Superior Marine Diesels. When you want maximum fuel economy and always dependable power in any kind of fishing craft, ask your Superior-Atlas Representative about the service records of these versatile engines in every type of service.



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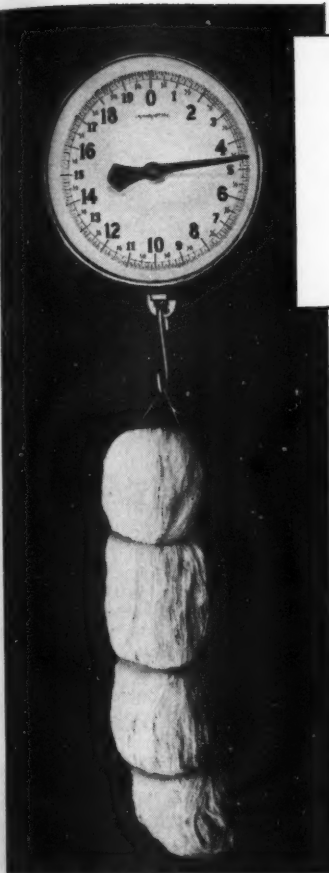
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# THE CAMERA TELLS THE STORY...



NYLOCK after submersion



COTTON after submersion

## NETS MADE FROM

# NYLOCK®

## NYLON TWINE

## WEIGH LESS

because they absorb

## LESS WATER

The scales photographed above are weighing NYLOCK Nylon netting and cotton netting after both were submerged in water.

### HERE'S THE RESULT!

Nylock (dry)—Weighed 3 lbs. Nylock (wet)—Weighed 4.6 lbs.  
Cotton (dry)—Weighed 3 lbs. Cotton (wet)—Weighed 7 lbs.

*The camera tells the story!* Cotton absorbed enough water to increase its weight 133%! NYLOCK Nylon (when wet) only increased 53%! Think of the tremendous saving this means in YOUR money, time and labor!

In addition—Nets made from NYLOCK Nylon Twine give you all these advantages:

- **BIGGER CATCH**—up to 50% more fish.
- **STRONGER, LONGER WEAR**—No mildewing, rotting or discoloring.
- **NO DRYING**—Nylock nets can be used continuously—one net does the work of three.
- **NEEDS NO PRESERVATIVE**—Practically no cleaning or mending—saves time, money, labor.

- **MINIMUM KNOT SLIPPAGE**—no excess stretch.
- **MAINTAINS ELASTICITY** without permanent stretch—fish cannot wriggle free.
- **MAKES MENDING MUCH EASIER** to enable fishermen to tie knots that remain really tight!

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ADAMS NET & TWINE CO., 701 N. 2nd St., St. Louis, Mo.

THE FISH NET & TWINE CO., 310 Bergen Ave., Jersey City, N. J.

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• U. S. PATENT NO. 2590586

## Sounding-Lead

**Tidelands bill** recently signed by President Eisenhower quitclaims to States title to submerged lands and natural resources (including fish) seaward to their historical boundaries. This is one marine league (or three geographical miles) in all States except Texas and the West Coast of Florida, where boundaries are three marine leagues (or about 10½ geographical miles).

Upon signing tidelands bill, President Eisenhower commented: "This measure also recognizes the interests of the Federal Government in the submerged lands outside the historic boundaries of the States. Such lands should be administered by the Federal Government and income therefrom should go into the Federal Treasury."

Some Gulf shrimp interests are reported to feel that new tidelands law greatly strengthens Mexico's hand in a long-standing dispute over territorial water limits. Mexico claims jurisdiction over waters up to nine miles from her shore, whereas United States recognizes three-mile limit. Thus tidelands law, approving a 10½-mile-limit for Texas and West Coast of Florida, is felt to give virtual endorsement to justice of Mexico's claim.

Senator Spessard L. Holland, Florida, one of the authors of the tidelands legislation, has expressed opinion to National Fisheries Institute that powers of Federal Government on international affairs are not altered by new law.

**Holdings of frozen fish** and shellfish in United States and Alaska totaled 109 million lbs. on May 1, which was nearly 4½ million less than on same date year ago. Shellfish holdings, at 14½ million lbs., showed drop of 7 million; salt-water fish stocks of 84½ million were at about same level as last year; and 10-million lb. fresh-water fish holdings represented gain of 3 million. Only 11½ million lbs. of fish and shellfish were frozen during month of April this year, whereas in April, 1952 freezings amounted to 19½ million lbs.

Decrease in shellfish holdings was accounted for largely by shrimp, stocks of this crustacean having declined by approximately 63% to 6 million lbs. However, holdings of all other varieties of shellfish increased, with exception of crabs. Spiny lobster, oysters, scallops and squid all were about double level of year ago.

Flounder fillet cold storage stocks, including sole, fell about 300,000 lbs. to 2,900,000. Ocean perch, at 8 million, was approximately a million lbs. less; and swordfish declined nearly 2½ million lbs. to 1,300,000. Holdings of round whiting were 900,000 lbs., which was a drop of 40%.

Frozen cod fillet stocks totaled 9,700,000 lbs., and showed an increase of 300,000 lbs. Haddock fillets were up nearly 2 million to 11 million; while whiting fillet holdings of 1,200,000 lbs. showed a slight gain. Headed and gutted whiting (except fillets) increased about ½ million lbs. to 5½ million. Stocks of frozen whitefish totaled 1,900,000 lbs., as compared to 1,029,000 lbs. year ago.

**Committee chairmen** for National Fisheries Institute recently have been named. They are as follows: Allied Industries, Jerry Johnson, Washington, D. C.; By-products, Raymond Lee Haynie, Reedville, Va.; By-laws, Ammon Dunton, Whitestone, Va.; Finance, Frank W. Wilkisson, New York, N. Y.; Import, Charles E. Jackson, Washington, D. C.; Legislation, Lawrence Calvert, Seattle, Wash.; Public Relations, Henry Goodrich, New York, N. Y.; Quality, Karl Envoldsen, Cleveland, Ohio; Resolutions, Lloyd Turnacliiff, Sacramento, Calif.; Traffic, V. L. Hodges, Norfolk, Va.; and Membership, Jackson Catt, Buffalo, N. Y.

Eben Carroll of Gorton-Pew Fisheries Co., Gloucester, Mass., recently submitted his resignation as Vice-President of Region I because he felt it unfair for both President and Vice-President of Fisheries Institute to come

from same firm. Directors of Region unanimously named Vernon Drape of Fall River, Mass. as Vice-President, and Carroll will be director to fill vacancy created by Mr. Drape's promotion.

Stanley Letson of Maine Marine Products, Inc., Portland, Me., has resigned as Director of Region I. He will be replaced by James Warren of Lubec, Me.

**Pack of canned animal food** from fishery products in 1952 amounted to 3,497,653 standard cases, valued at \$15,667,350 to canners. Compared with previous year, this was increase of 49 percent in volume and 34 percent in value. California and Washington produced 38 percent of pack, Maine 27 percent, Massachusetts 24 percent, and other States 11 percent.

Animal food containing fish was canned in 14 plants in California, 8 in Massachusetts, 3 in Maine, 2 in Washington, and 1 plant each in New York, New Jersey, Maryland, Virginia, Mississippi, Illinois, Iowa and Tennessee.

**Continental shelf lands** out beyond States seaward boundaries would be controlled by Federal Government under bill recently passed by House. Measure also authorizes Secretary of Interior to develop oil, gas and other natural resources in this area.

Senator Saltonstall of Massachusetts has urged Senate to write language in pending continental shelf bill to reassert New England fishing industry's traditional rights to fish waters off Nova Scotia, Newfoundland and Gulf of St. Lawrence. Saltonstall sent his appeal to Senate Committee on Interior and Insular Affairs. Because this bill deals entirely with U. S. coastal waters, Saltonstall told Acting Chairman Cordon of Oregon that New England industry fears Canada might move to assert exclusive rights to waters in which Massachusetts fishermen have valuable stake.

Saltonstall urged adoption of "clarifying" language so nothing in bill could be regarded as affording Canadians such precedent. He pointed out that United States always has held that all interested nations are equally entitled to fish these waters, of which vast area lies above North American continental shelf.

Atlantic States Marine Fisheries Commission has expressed concern lest language of bill and more particularly amendments thereto which are reported to be in process of preparation, may inadvertently curtail historic powers of States to regulate operations of their citizens and vessels in exploitation of marine fisheries in waters off their coasts. Proposals have been made to amend pending legislation so as to clarify international situation with respect to free-swimming fish in waters above such lands. Such efforts may involve sedentary fisheries for crustacea crawling upon, or mollusks imbedded in or resting upon surface of such submerged lands.

Accordingly, Commission has suggested that in any such act dealing with resources of continental shelf, there be included at appropriate place following language: "Nothing in this act shall be construed to limit or add to the powers or the proprietary interest of any coastal State with respect to the marine fisheries or the regulation of its citizens and vessels engaged in the exploitation thereof."

**Canned groundfish flake** output in 1952 was 29,333 standard cases, valued at \$479,027 to packers. This was gain of 49 percent in volume and 53 percent in value when compared with 1951 production. In 1952 groundfish flakes were canned in 4 plants in Maine and 2 plants in Massachusetts.

**Fisheries appropriation cuts** of 28% which were made by House were recent target for criticism by representatives of fishing industry in New England and other areas. The witnesses appeared before Senate Subcommittee on Interior Appropriations May 13, and urged that cut in Fish & Wildlife Service funds be restored.

# 42

## REASONS WHY

It will pay you to *Specify*

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#### GASOLINE MARINE ENGINES

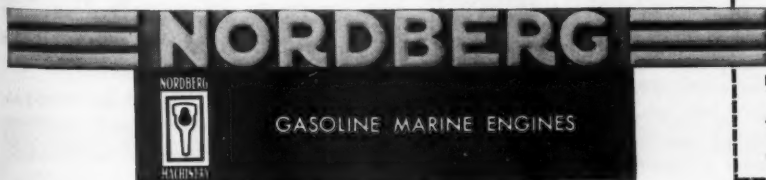


Nordberg Gasoline Marine Engines are now built in six power-packed models in 95, 110, 130 and 145 horsepower sizes.

1. Seven main bearing crankshaft—less load per bearing—long life, low maintenance.
2. Spark plugs 100% water-proofed with double water-tight seal—no condensation—plugs will fire even if tops are completely submerged.
3. Water-cooled exhaust elbow.
4. Gear driven generator, charges even when idling.
5. All metal marine fuel pump—no glass bowl to crack.
6. "Double-Pass" manifold assures even water temperature throughout the engine—one piece uni-metal casting includes water-jacketed heat riser.
7. Jet cooled exhaust valve seats for controlled heat dissipation and prolonged valve life.
8. Rotated valves (KNIGHT and BULLET)—increases valve life.
9. B.M.I.N. approved air intake silencer.\*
10. Oil cooler—automatically controls oil temperature.
11. Gear-driven accessories—no belts to adjust.
12. Fully-enclosed flywheel.\*
13. Oil filter—replaceable cartridge type.\*
14. STA-NU-TRAL clutch—positive neutral.\*
15. Reduction gears—force feed lubrication—available in four most popular ratios—all designed and built by Nordberg.
16. Hydraulically-operated Paragon reverse and reduction gears optional in comparable ratios at no extra cost.\*
17. All engines built for ready installation of optional equipment—no machining required.
18. Stainless steel ignition wire—no corrosion.
19. Six volt electrical equipment is standard; 12 volt available optionally.
20. Built-in auxiliary pulley drive optional.
21. New clutch pulley for auxiliary driven equipment, optional.
22. Low cost Twin-Disc front end clutch power takeoff optional—crank jaws included.
23. Single or double flywheel pulley optional.
24. No extra charge for opposite rotation engines.\*
25. Extra heavy flywheel assures continuous, smooth operation at low speed.
26. Reduction gears can be offset up or down.
27. Attractive, indirectly lighted instrument panel.\*
28. Clean engine lines—no "plumber's dream."
29. Cylinders and cylinder head—electric furnace chrome-nickel grey iron with full length water jackets.
30. Crankshaft—statically and dynamically balanced. Drilled for force feed lubrication.
31. Main and connecting rod bearings—full precision, shell type.
32. Pistons—aluminum alloy.
33. Valves—inlet—chrome nickel steel. Exhaust—Austinitic steel.
34. Camshaft—mounted on four bearings with force-feed lubrication.
35. Oil pump—gear type, providing pressure lubrication to all crankshaft, camshaft, accessory and water pump drive shafts, auxiliary drive shaft and reverse and reduction gears. Suction fitted with Floto-type screen.
36. Carburetor—Zenith marine up-draft type, with both idling and high speed adjustments.
37. Oil pan—cast iron, with two large openings to facilitate cleaning and inspection.
38. Engine supports—four-point suspension on all engines; easier alignment and greater accessibility. High rear supports available on direct drive, 1.88 and 2.44 reduction gears at no extra cost.\*
39. Thermostat—140° for salt water operation, 170° for fresh water operation optional.
40. Complete operator's manual included with every engine.
41. Rubber engine mountings available.
42. Service available in all marine localities.

\*Except on BLUEFIN MODEL

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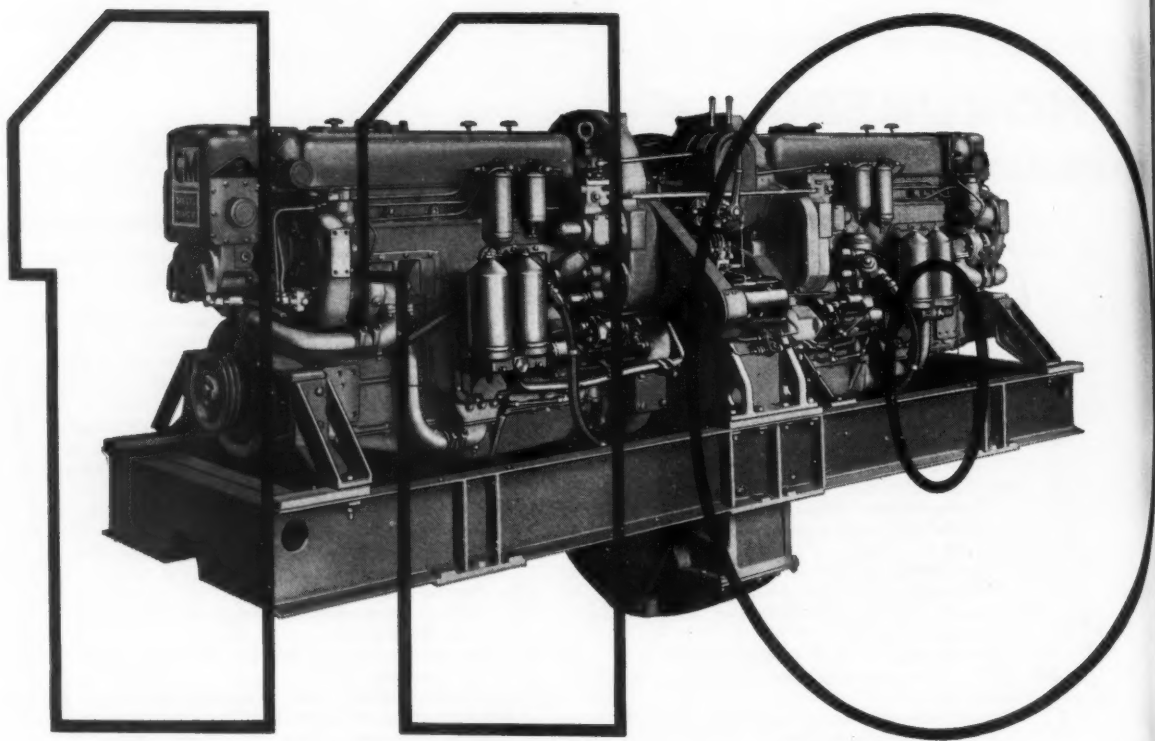
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Please send me Bulletin 193 describing all six Nordberg Gasoline Marine Engines.

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# NOW—A NEW 409—530 S.H.P. GENERAL MOTORS DIESEL



## The "110" Tandem Twin

★ 409 Continuous Shaft Horsepower

★ 20% to 40% Lower Cost

★ Twin Engine Dependability

★ Clean, Compact Lines—Lighter Weight

Meet the newest member of the General Motors Marine Diesel family—the power-packed "110" Tandem Twin.

Now you can have the *double dependability* of a more powerful GM Diesel Twin—530 horsepower for pleasure craft—a full 409 horsepower at the shaft for round-the-clock, heavy-duty work in tugs and fishing boats.

Like all GM Diesels, this new "110" Twin operates on the *2-cycle* principle—delivers smoother, steadier, more responsive power. It's more flexible, too, because you can shut off one of the engines when not needed. One engine running alone will propel a single-screw boat at 80% of its normal speed.

The slim, low silhouette of its tandem arrangement lets this unit fit in a smaller engine room, leaves more room, more space for fuel and pay load. And its clean, simple design, with ready accessibility for servicing, means easier, lower-cost maintenance. Its parts cost much less too.

But the big news is its low price. Here's a reserve of GM's time-proved Diesel power in a compact, lightweight

marine unit that gives you the extra dependability and safety of twin engine operation—all at a price that's 20% to 40% less than any other Diesel of comparable power.

The new "110" Tandem Twin is available with port or starboard rotation; finger-tip GM hydraulic reversing; reduction gears up to 6:1; front power take-off for either engine and push-button electric starting. Your local GM Diesel distributor will gladly give you full details. Call him today, or write us for complete specifications.

*Single Engines... 16 to 275 H.P. Multiple Units... Up to 840 H.P.*

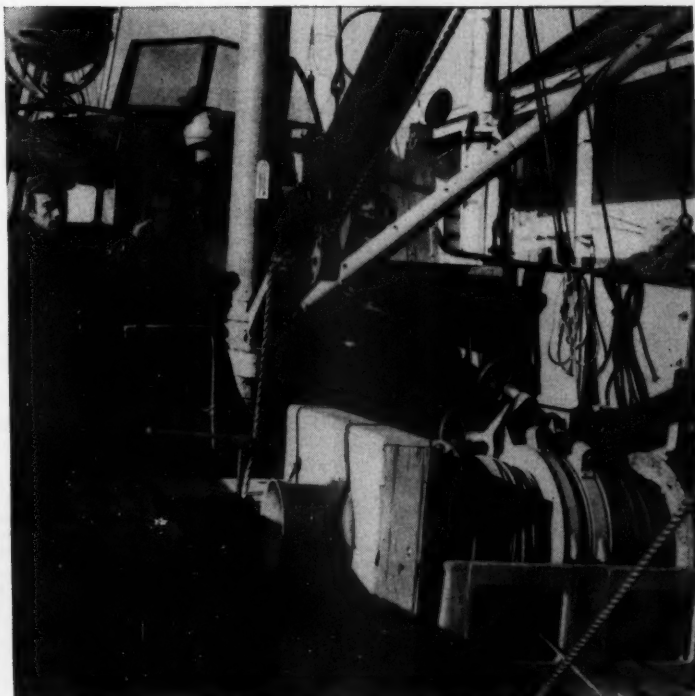


**DETROIT DIESEL**  
ENGINE DIVISION

GENERAL MOTORS • DETROIT 28, MICHIGAN



6 x 6 Galvanized Steel Fiber-Covered Combination Net Rope.



Tiger Brand Galvanized Special Fish Trawling Rope.

## Two special wire ropes for fishermen . . . *both galvanized for longer life!*

**A**MERICAN Tiger Brand Trawling Ropes and Net Ropes have a heavy galvanized coating that resists the corrosive action of salt water . . . assures a long-lasting rope that retains its strength.

Tiger Brand Trawling Ropes are flexible enough to bend around small bollards easily; they have the fatigue resistance to withstand severe vibration; and they are easy to splice.

Tiger Brand Combination Net Ropes are strong enough to hold your heaviest catches, yet are easy

on the hands. They are covered with a thick coating of fiber.

Your American Wire Rope Distributor carries a complete line of Tiger Brand Ropes for towing lines, pendants, leaders, door straps, head lines, fishing lines, jilsons, fish tackles, messenger ropes, and hoist ropes. And every one of these ropes does a good job on fishing boats.



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**U·S·S AMERICAN TIGER BRAND WIRE ROPE**

*Excellay Preformed*

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reports on  
Fairbanks-Morse  
2-cycle Diesel  
performance



## R. O'BRIEN & CO. INC. ESTABLISHED 1870

PRODUCERS-DISTRIBUTORS

North Atlantic Fish Products IN THEIR SEASON  
34 BOSTON FISH PIER BOSTON, MASS.

January 19, 1953

Fairbanks, Morse & Co.  
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Boston 10, Mass.

Attention: Mr. Earl R. Kimball, Field Engineer

Gentlemen:

Our fishing trawler, the "William J. O'Brien" has, for some time now, been one of the high line boats sailing out of the Boston Fish Pier.

The success of this trawler is due to the capable Captain Foote, and his tireless crew, and their success is made possible by the very satisfactory performance of the Fairbanks-Morse 575 HP propulsion engine, the 120 HP Winch engine, and the other Fairbanks-Morse equipment aboard our boat. For many years now the engines have kept this boat at sea, working as they should helping Capt. Foote do a fine job for us. The engines are extremely economical to operate, need very little maintenance, and prove very rugged for the hard service to which they are put.

Capt. Foote and I are proud to write this letter of recommendation to Fairbanks-Morse & Co. for all to read, as we truly could not ask for better or more reliable power to turn our propeller or haul in our net. We sincerely hope that in a small way this letter will help any prospective buyer make up his mind to use Fairbanks-Morse marine engines, especially if he has a tough job to do.

Sincerely,

R. O'BRIEN & CO., INC.

*B. F. Whalen*

Bart F. Whalen  
Treasurer

RFW

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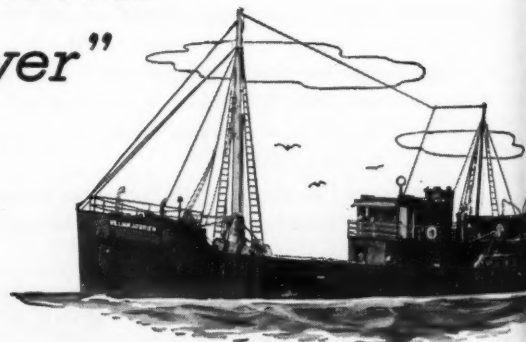
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Trawler William J. O'Brien,  
one of Boston's long-time,  
high-line boats  
powered by an F-M 2-cycle Diesel.

# Improving Efficiency of Menhaden Fishing

C. P. Idyll Believes the Pacific Purse Seine Offers

Best Opportunity for Reducing Operating Expenses\*

A universal complaint of the menhaden industry is the high cost of catching the fish and the difficulty of securing labor. While methods of locating the fish have shown improvement in recent years, actual fishing operations have not been changed in many decades. A crew of 22 men still is required to operate the large menhaden seines, and this creates the complex problem of high labor cost and consequent difficulty in securing and holding skilled fishermen.

Consider first methods of locating schools. Valuable advances have been made in the employment of scouting airplanes, and, more important, in the use of electronic echo-sounding devices. An unproved but interesting instrument which some day may give additional aid to the fishermen is a listening device to locate fish by their normal sounds. While it is a popular conception that the underwater world is soundless, this is far from the truth. Many marine creatures make noises; whales grunt and squeal; some shrimp snap; and the sounds made by fish of various kinds have been described as croaks, whines, thumps, knocks, groans, growls, chucks, barks, clicks, rasps, and boops.

Research now is underway to discover which fish make sounds which are characteristic, so that a fisherman listening would know that he was approaching a school of a certain species. Many well-known fish, such as the striped bass, the squeteague or weakfish, and the silver hake, make sounds with their air bladders, teeth, or by rubbing certain bones together. Other fish, including the herring, the flounder, and the menhaden, make mechanical noises, at least in experimental enclosures. These mechanical noises were accidental, occurring as the result of swimming, collision, feeding, or other activity of the fish.

We are a long way still from the development of a practical listening device for the menhaden industry. The little experimentation on menhaden (actually only five fish were tested) was done in an enclosed pond, and the mechanical sounds emitted by the fish may have been the result of collisions or other incidents which would not occur in a wild school of fish.

Other practical difficulties suggest themselves. A menhaden boat under way makes a chorus of sounds itself—engine noises, propeller noises, and sounds from the hull being forced through the water. These must be filtered out in the listening device so that the fish sounds can be heard. Furthermore, a listening device would not be of practical use unless it could detect schools at a considerable distance from the boat, since fish near-by can be discovered efficiently by sight or by an echo-sounding machine.

So far it can be said that only slight progress has been made in developing the listening technique for the commercial fisheries. Research last year by the Fish and Wildlife Service in Massachusetts and the Gulf of Maine failed to show that tuna and mackerel could be detected with listening devices. This work was handicapped by an unusual scarcity of fish.

At our Laboratory at Coral Gables both our own scientists and those of the Fish and Wildlife Service, who occupy quarters in our building, are studying the sounds produced by marine animals. Future plans include experiments in listening to menhaden.

\* Excerpts from a paper presented by Mr. Idyll, who is a research associate of the University of Miami Marine Laboratory, Coral Gables, Fla., at the recent National Fisheries Institute convention in Washington, D. C.



A bail net being used on the 65' "Jeff Davis", the vessel which conducted menhaden fishing experiments with a Pacific-type purse seine in 1943 for the Fish & Wildlife Service.

The idea is believed to be feasible, but certainly it cannot be said that it is likely to be helpful to the industry in the near future.

## Underwater Television

Since the spectacular success of depth recorders in fishing, other developments in electronics have been closely followed by the industry, with the idea of enlisting them in the constant effort to make fishing operations cheaper and more efficient. Underwater television holds the interest of many people, who see in it great possibilities for the advancement of the fisheries. Recent announcements of progress in Canada and in Europe have stimulated this interest further.

It appears at present that underwater television will be most useful as a research tool rather than as an actual aid to fishing. It does not seem likely that this device could be of practical help in locating menhaden, for example,

(Continued on page 34)



Turntable on the "Jeff Davis" turned for overhauling and washing of the Pacific-type purse seine.

# Inspection of Steel Hulls for Corrosion

By Sydney Swan\*

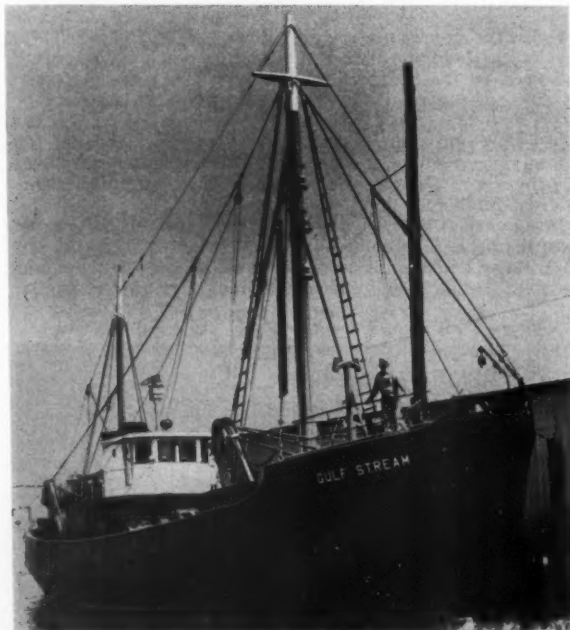
ONE of the primary functions of classification societies such as the American Bureau of Shipping is to keep and publish for the interest of the underwriter and ship-owner a record of the character and rating of vessels. To achieve this end, once a ship has been built, it is therefore necessary to carry out at specified periods examinations, the more important of which are referred to as special periodical surveys.

It is interesting to note that with the first set of rules for iron ships issued by the American Shipmasters' Association in 1877, the periodical surveys were called for at intervals of four years after date of launching and at three-year intervals thereafter. In 1884, the interval for periodical surveys for iron ships was changed to five years after launching and at four-year periods thereafter.

The first reference to machinery surveys was made in 1891, which called for the periodical surveys to be held at the same time as hull surveys. Subsequently in 1918 the rules were changed to provide for special surveys to be made at intervals of four years from date of build or previous special survey and to allow a further twelve-month period in which to complete the survey, provided an annual survey is carried out at, or about, the due date of the special survey.

The early references to the requirements of these surveys were rather brief, but the intent was definitely stated, which is to examine all parts of the hull and machinery, and find or place them in good condition. The present rules are much more explicit and help to clarify the various stages of each survey.

\* Principal Surveyor, Port of New York, American Bureau of Shipping. This article was excerpted from an address presented by Mr. Swan before a recent meeting of the Society of Marine Port Engineers, New York.



110' steel trawler "Gulf Stream", owned by Capt. W. Wesley Mills of Seaford, Va. She was formerly the "Lynn" of Boston which sank off Graves Light in 1951 following tanker collision with loss of 15 lives. Raised after being under water for 10 months, she had her 350 hp. engine rebuilt by Nap. J. Hudon of Boston and recently was placed in commission at Norfolk. Now fishing out of Portland, Me. with Lewis Burroughs as Captain and Leslie Lewis, engineer, she landed her first trip of 195,000 lbs. of redfish last month.

In the case of hull surveys there are two basic considerations to be kept in mind. The first is simply that of exposing and opening up enough spaces and tanks to permit adequate examination upon which to base an opinion as to the conditions that exist. The second consideration is to investigate the thickness of the scantlings for possible wastage due to corrosion. Because deterioration advances at a relatively slow rate the degree of opening up becomes greater as time goes on.

The rules provide for a progressively intensive search for wastage, making special mention of the condition of the plating in way of airports at the 2nd Special Survey. Subsequent survey requirements call for still further attention to this matter, until in the case of dry cargo ships all the actual scantlings have to be ascertained at the time of the 2nd Special Survey No. 3. It is the intent of the rules to ascertain these actual scantlings at the 24th year of age of dry cargo vessels, rather than when the particular survey may occur. This is due to the fact that if the special survey periods are extended because of the provisions allowed for by the year of grace in which to complete them, too long a period may elapse before information is obtained as to the amount of wastage that has taken place.

Another point that should be kept in mind on this determination of actual scantlings is that the necessary information should be obtained some time in advance of the time when it is intended to do something about thin or wasted plating, if it happens to exist, as considerable planning may be necessary. The treatment of wasted material frequently requires much study to find the most economical and satisfactory way of regaining desired strength. If wastage is general it will have to be decided whether renewals are to be made or if doublings would be more advantageous. Previous damage repairs may have resulted in scattered areas of relatively adequate material, and it will be necessary to try to use this material to the greatest advantage.

In any case, it should be kept in mind that when the wastage has reached the point of requiring attention, it is essential to apply the new material in such a way that the continuity of it for at least the midship half length of the vessel is maintained. To merely renew or double scattered heavily wasted areas here and there may be quite inadequate in so far as obtaining a satisfactory sectional modulus of the hull is concerned.

## Some Wastage Acceptable

As to the amount of wastage that may be acceptable, this is a difficult figure to state definitely. Though 25 percent usually is thought of as the limit for wastage of weather decks, side and bottom shell, possibly a little more deterioration can be considered still satisfactory for bulkheads and other internals. But there are several other factors to be taken into consideration before arriving at a percent of wastage permissible, such as the original scantlings being in excess of the rule requirements, or perhaps some additional stiffening which may have been fitted for one reason or another at a later date. All these things require consideration, and accordingly it is important to submit these actual scantlings ahead of the time when the wastage problem is to be taken in hand.

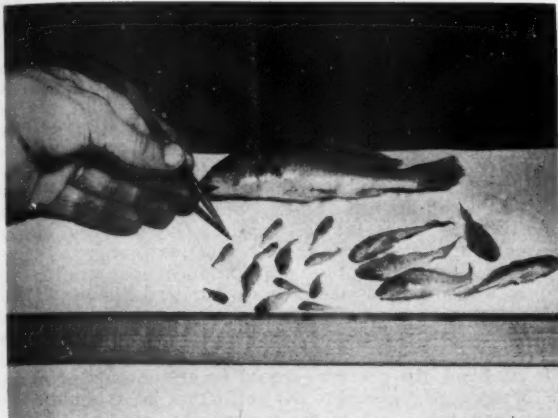
Rust takes several forms, some of which are loose and flaky and easily removed, but the type which is very hard and adheres to the steel can be deceptive. Even though the rust may be adhering, it is useless as far as strength is concerned and should be removed so that a protective coating can be applied to the bare steel in order to reduce the rate of further corrosion.

Our present fleet of dry cargo vessels are for the most part now only some eight to eleven years old, so that we probably haven't much to be concerned about from the general wastage point of view for some time to come. However, there are beginning to be several locations

(Continued on page 42)

# Fluctuations in Virginia Fisheries Under Study

**Dr. J. L. McHugh\* Explains Work of Fisheries Laboratory in  
Determining Reasons for the Periodic Variations in Supply**



Young croakers being studied by a biologist at the Virginia Fisheries Laboratory.



The 48' "Virginia Lee", research vessel of the Virginia Fisheries Laboratory.

**A**MONG the 48 States, Virginia is the third largest producer in weight of seafoods, and the fifth largest in terms of the landed value of the catch. The annual seafood landings in Virginia since 1880 have averaged about 254,000,000 lbs., and in recent years this catch has brought an annual income to the fishermen of close to \$20,000,000.

Fishery legislation has been enacted in Virginia since the seventeenth century, and for almost a hundred years the enforcement of these laws has been the responsibility of the Commission of Fisheries. An important duty of the Commissioner is the conduct of investigations relating to the migrations, habits, and propagation of fish and shellfish in the tidal waters of the State. To assist him in this function, the Legislature authorized in 1940 the establishment of the Virginia Fisheries Laboratory.

Located at Gloucester Point, on the York River, the Laboratory is operated jointly by the Commission of Fisheries and the College of William and Mary, represented by a Board of Administration consisting of two representatives from each agency. Contact with the industry has been maintained through a nine-man advisory group.

The Virginia Fisheries Laboratory is gathering information gradually toward an understanding of the fluctuations that characterize the commercial fisheries. Although the total annual landings have remained relatively constant over a long period of time, the catches of many species within the Chesapeake Bay, notably croaker and shad, have exhibited dramatic declines, and the relatively young and growing trawl fishery in the ocean outside the capes has served to maintain the level of production. Similarly, in recent years, the take of market oysters from the public grounds has decreased, and the supply has been maintained by increased private production.

Measures to halt the dwindling supply of shad have consisted of certain restrictions on fishing, and the artificial propagation of young in hatcheries. Recently shad catches have been improving, and in the Spring of 1952 the largest run in many years ascended the York River. This improvement has been credited by many to the hatchery program, but the available information lends little support to this belief. Credit might be given equally well to a happy combination of natural factors, at present

unknown, that have favored the survival of fish from recent spawnings.

The spectacular disappearance of the croaker has brought great hardship to many fishermen. Among the reasons that have been advanced to explain this disappearance, perhaps the most serious criticism has been levelled at the North Carolina shrimp industry, which reportedly kills large numbers of young croakers in its trawls. A research program was inaugurated at the Laboratory in 1950 to study the status of the croaker stocks, and while it is yet too early to assess the results of this work, there is some reason to believe that the decline may have been caused by natural forces.

## Management of Public Oyster Rocks

Of all the problems that plague the oyster industry in Virginia, the management of the public rocks is perhaps the most difficult. Large numbers of oysters are removed

*(Continued on next page)*



Dr. Jay D. Andrews of the Virginia Fisheries Laboratory preparing marked shells for studies of oyster strike.

\* Dr. McHugh is the director of the Virginia Fisheries Laboratory at Gloucester Point. (Photos courtesy L. G. Kesteloo).



The "Edward II", 38' boat owned by Edward F. Cox of Colonial Beach, Va., and used for fishing parties and oystering. Her power plant is a 95 hp. Gray engine.

from these grounds each year, and little or nothing has been returned in the form of cultch on which the newly hatched young must strike. In 1928 the Commission of Fisheries commenced planting shell on the public grounds. In 1952 the General Assembly passed a law requiring the shuckers to hold 20 percent of their shell for the Commission, and provided the Commission with additional funds for purchase and planting.

A further danger threatens the James River seed beds, the only public grounds from which it is permitted to take oysters less than 3" in length, in that the intense fishing may deplete the brood stock. In this event, the only possible source of oyster larvae for the maintenance of seed production will be the adults on private grounds. It is perhaps fortunate that ground is available for private leasing in the vicinity of the public rocks. The situation is even more acute in the Rappahannock River, where the production of market oysters on public grounds has declined, and the annual strike of spat is less dependable than in the James. The public grounds might be in much poorer condition if they were entirely self-sustaining.

### Crab Landings Fluctuate Widely

The history of the blue crab fishery illustrates the magnitude of the fluctuations to which a marine population in the Chesapeake Bay may be subject. The available figures show that from 1880 to 1890 inclusive, less than 10,000,000 lbs. were landed annually, but the catch increased rather regularly until 1915, when a total catch of over 50,000,000 lbs. was recorded. Thereafter, the annual landings have fluctuated rather widely, reaching low points in 1920, 1934, and 1941, and high points in 1930, 1939, 1948, and the 1952 season.

While it is almost useless to draw conclusions concerning abundance from records of the total catch, the reports of the Commission of Fisheries contain references to periods of scarcity and abundance, and indicate that in the periods when catches were small, alarm was expressed over the future of the fishery. In recent years egg-bearing females have been protected within an extensive sanctuary near the mouth of the Chesapeake Bay. In the opinion of many, this sanctuary has been the chief factor in the gradual recovery of the fishery in the last decade.

There is other evidence, however, that the success of reproduction may be dependent on the salinity of the water in the lower part of the Bay. If this is true, the sanctuary hardly can have much effect in maintaining production. In other words, there is no proof as yet that the abundance of crabs has been sustained by management.

It is encouraging that certain of the fisheries return periodically to former high levels of production. The ideal that is sought by all those connected with the industry: a maximum yield that can be attained without exception year after year, hardly is to be expected. Even in agriculture, where a greater degree of control is possible, this goal has not been reached.

Fortunately, economic factors tend to stabilize the fishermen's income over poor years and good. This has been demonstrated very recently in both the crab and the shad

fisheries; the continued high production of crabs in the Winter dredge fishery of 1951-52, and the phenomenal runs of shad in the James and York Rivers in the Spring of 1952 brought prices down to a very low level. In times of low availability, on the other hand, the continued demand supports the price; consequently, the value of the catch is apt to fluctuate less widely than the catch itself.

### Factors Affecting the Supply

Fishery resources can be exploited indefinitely under certain conditions without endangering the future supply. This supply is maintained by the spawning of adults, and by the survival and growth of their progeny. Many factors operate to alter the number of individuals and their rate of growth: eggs, young, and adults are destroyed by many other marine animals; parasites and diseases take their toll; competition for food causes many to weaken and perish; extremes of temperature and other physical and chemical conditions in the water influence survival and growth in many ways. But in spite of these destructive forces, the vast reproductive potential of most aquatic animals guards them against extinction.

A single oyster or blue crab produces many millions of eggs, a shad or a croaker several hundred thousand. If all the requirements necessary for life were available, most of these should have a good chance to survive. However, most of the young that these eggs produce are doomed. If all lived, the problem would be elimination of excess.

Man's activities add to the perils that beset aquatic life: the dams that block many of our rivers prevent fish from reaching their former spawning grounds; industrial and domestic pollution deny other stretches of water to adults and produce conditions that are detrimental to developing eggs and young; careless forestry practices and bad land management affect runoff in the streams, block migration routes, and carry additional silt into the waters; thoughtless fishing methods may reduce the supply of spawners of the stocks of young to dangerously low levels.

### Heavy Exploitation Not Always Harmful

The intervention of man in this system is usually looked upon as an additional source of mortality that tends to disturb the delicate balance achieved by nature. It is not certain, however, that man should consider himself as different from the other enemies that prey on marine life. By fishing, he may be utilizing food that otherwise would be lost from some other cause. The great herring fisheries of the North Sea have been exploited heavily for several hundred years, yet have suffered no apparent harm. It has been shown for several important fisheries that when the numbers of individuals are reduced, the rates of growth and survival of the remainder increase.

Nevertheless, it must be recognized that the number of human predators is increasing rapidly, and that their efficiency in capturing marine organisms is increasing at an even greater rate. It also may be true that man can eliminate completely certain of the more vulnerable species. In general, this vulnerability increases as the animals are more intimately associated with shore.

The shad, which congregates at spawning time in the restricted waters of coastal streams, might be destroyed completely by the simple expedient of blocking the rivers below the spawning areas. Similarly, the supply of spawning oysters might be removed entirely by intensive fishing. Perhaps complete annihilation never would occur as a result of fishing, because before the fishery reached this point it would become unprofitable to fish, and the fishermen would turn to other species or other occupations. But if a few operators continued to fish, this might constitute an effective barrier to recovery. The sturgeon seems to have suffered such a fate.

In the past, numerous laws enacted for the protection of the fisheries have been based on opinions rather than facts. Unfortunately, this is still true to some extent. The incentive for many laws has been the fear that unrestricted fishing would lead to depletion, or the opinion that apparent scarcities had come about mainly through fishing operations. The work of the Virginia Fisheries Laboratory in establishing a firm scientific basis for the management of the State's seafood resources has just begun.

# Zinc Metallizing Used On Steel Clam Boat

THE 61-foot zinc-metallized steel clam dragger *Nancy B.*, built by Blount Marine Corp., Warren, Rhode Island, and launched May 2, is undergoing completion and outfitting of new jet dredges. She will be used in experimental work for Blount Seafood Corp., also of Warren.

In reality, the new vessel is a sea-going quahaug dredger with an unconventional work-rig designed to make offshore operations safer and more profitable. She was constructed of welded steel in six weeks and is valued at about \$24,000.

When the *Nancy B.* is in commission, her builders will take her on a tour of New England fishing ports from Portland, Me. to Stonington, Conn. By actually showing her to fishermen, Luther H. Blount, president of the ship-building firm, hopes to overcome any prejudice against steel hulls because of rust.

In order to eliminate the rust problem, Blount Marine has had the *Nancy B.* galvanized almost from top to bottom by a process only recently adapted to the marine field.

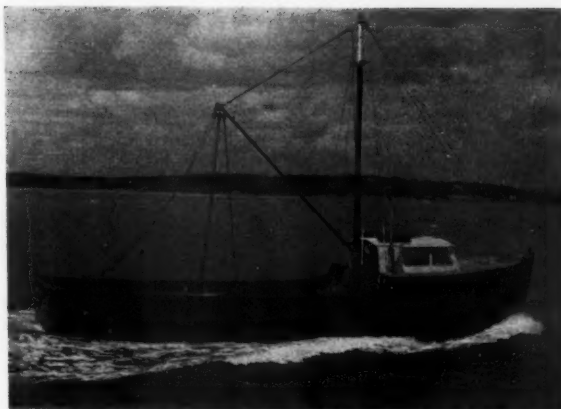
The hull, to be galvanized, is first sand-blasted to remove any rust and provide a rough adhering surface for the molten zinc. The zinc is applied as easily as paint by a workman with a metallizing torch in which metal wire is reduced to spray by an oxygen-acetylene flame. Both the sand-blasting and galvanizing operations are handled by the yard. The galvanizing lasts almost 10 years, and its cost is said to equal that of 8 coats of paint.

In place of the mast-and-boom rig used by most offshore quahaugers, the *Nancy B.* will have a steel gallows frame mounted on her stern. Run from a power plant located forward, the frame will extend over the stern as the catch is hauled up through a block-and-tackle at its top, and then return to an upright position where it will lock into place while the catch is dropped on deck by a novel hopper arrangement. A Hathaway winch is used to haul the dredge.

The dredge, instead of being purse-shaped, will be rectangular and will work in conjunction with hose jets somewhat similar to surf clam dredgers. These jets soften up the bottom in front of the dredge teeth, assuring more than a scratching of the surface.

The advantage of this arrangement, according to Blount, its designer, is that the crew will be able to work over the stern protected by the ship itself from rough weather and also free from the heeling which results from over-the-side handling. Two men could actually operate the *Nancy B.* offshore, although she will have bunks for six in her large raised deck cabin.

The *Nancy B.* was designed by Blount with an assist on the superstructure from Preston R. Gladding, naval architect for the Blount firm. A Stonington type in general appearance, she is unusually graceful for a small



New 61' steel clam dragger "Nancy B." built by Blount Marine Corp., Warren, R. I.

vessel made of plate steel. She has a noticeable sheer forward, flattening out amidships. Underwater she is deep throughout until the aftermost part of the stern where she is flat. Her beam is 17 feet and she draws about six feet. Power is supplied by a 165 hp. General Motors 6-71 Diesel.

Although designated a quahaug dredger, the *Nancy B.* is really an all-purpose commercial fishing vessel and could be used for most commercial operations with minor alterations, according to her designer. She is tenth in the line of small specialty craft which Blount Marine has turned out since its start four years ago.

## Defense Fisheries Agency Abolished

Secretary of the Interior Douglas McKay has announced that because of the progressive relaxation of emergency controls he has ordered the Defense Fisheries Administration to terminate its activities formally on June 30, 1953. This defense agency was originally established on December 4, 1950, as a counterpart of World War II's Office of the Coordinator of Fisheries to handle manpower, material, production, and other problems confronting the fishery industry as a result of the stepped-up defense production operations.

After June 30, 1953, such functions of DFA as the following will be continued in the Branch of Commercial Fisheries, Fish and Wildlife Service: (1) making studies of proposed military restricted zones in marine areas; (2) making studies of individual requests for draft deferment, delays in recall of Reservists, and discharges from the military of persons employed in the commercial fisheries; (3) making studies of and compiling data on material and equipment requirements for the industry under various degrees of mobilization; (4) rendering spot assistance to the fishery industry in obtaining scarce materials, equipment, and supplies; and (5) making studies and recommendations concerning applications for Federal financing of fishery facilities.



Stern view of the "Nancy B." and workmen zinc metallizing the forward deck and hull at Blount Marine Corp.



## Great Lakes Fishermen Against Reduction in Lamprey Funds

Senator Potter of Michigan has urged a Senate appropriations subcommittee in Washington to restore a cut made by the House in money for sea lamprey research and control in the Great Lakes. If additional funds aren't forthcoming, Potter—like many Great Lakes commercial fishermen—fears “all that has been accomplished will be lost, and research and control of the sea lamprey will be set back 10 years with irreparable consequences.”

Potter said that the Interior Department's Fish and Wildlife Service “carefully estimated” a minimum of \$415,000 would be required in 1953-54 to continue its lamprey study and control program, but that the House cut appropriations for this work to \$104,000.

Potter declared that it would be an “impossibility” to continue the work with the money voted by the House. “It would mean the loss of the greater part of the scientific staff,” he stated.

### Catches Show Improvement During May

Throughout the month of May, commercial fishermen operating on the Great Lakes saw some improvement in yields of whitefish, herring, lake trout and yellow pike. Takes of chub also were on the upswing, and a record smelt production year is certain for 1953.

At Bayfield and Ashland, Wis., fishing fleets operating in the Apostle Islands area of Lake Superior, and from Duluth and Grand Marais, Minn., were coming up with a moderate supply of whitefish and lake trout. However, takes were not comparable with those of past years. In the Ontonagon, Mich. area netters and set-hook line fishermen generally were getting better catches, with scattered reports that sizable schools of whitefish were in evidence in the “Thumb” area.

At Marquette, Munising, Grand Marais, and Whitefish Point, Mich., fishing fleets operating on Lake Superior reported a fair to moderate supply of leading species. Herring catches were, generally, fairly good in both the western and eastern parts of the Lake.

In the Green Bay area, where commercial netters just enjoyed one of the most productive smelt harvests ever, catches of yellow pike, whitefish, herring, chub, carp and perch were moderately steady. In the shore waters of the Bay there are millions of small walleyes in evidence—a harbinger of a bright future for pike netting in Green Bay.

On Lake Michigan, generally, fishing fleets enjoyed fair catches, with yields of perch, walleyes and chub ranging from fair to good. Very few trout have been taken. Lake Michigan commercial netters also enjoyed an unusually heavy smelt harvest this year. Catches of rough fish were moderately good.

### Making Good Yellow Perch Hauls

From Lake Huron, commercial netters were getting somewhat better catches of whitefish, with fair to good yields of herring and good takes of yellow perch. Catches of yellow pike in the Saginaw Bay area were ranging from fair to good, while on the Lake, generally, commercial trout production was nil. Fishermen still were lifting commercial quantities of smelt in May, and rough fish hauls were fairly good.

Fishing on Lake St. Clair was heavy, with takes fairly moderate. For a time this Spring there was a good run of yellow pike in St. Clair and production was impressive, as was also true during the recent smelt run.

Commercial fishermen operating out of Toledo, Port Clinton, Sandusky, Lorain, Vermilion, Huron, Ashtabula, and Conneaut, Ohio, in the western and middle lake area, were getting good catches of carp, perch, sheepshead, and yellow pike, while whitefish and blue pike hauls were mostly fair. Erie, Pa. and Dunkirk, N. Y. commercial fishermen were making fair lifts of whitefish and pike.



The 52' steel gill-netter “J. R. Chambers”, owned by Murray Chambers of Holland, Mich. She has 90 hp. Kahlenberg Diesel which swings 41 x 40 Kahlenberg propeller, and uses Gulf fuel and lubricating oil. Other equipment on the tug includes Danforth anchor, Linen Thread Co. Gold Medal nets and Columbian rope.

Commercial fishermen operating on Lake Ontario out of Charlotte and Watertown, N. Y., were doing fairly well with coisces, perch and pike.

### Seek Sandusky Commercial Fishing Ban

At a recent hearing before the House Conservation Committee on a bill to move commercial fishermen out of the Sandusky Bay, Ohio area, hook-and-line anglers declared that only a complete ban on commercial fishing in the Bay could terminate the constant disagreement over netting of fish in the Lake Erie estuary. It was pointed out by one of the proponents of the bill that the Wildlife Division never has enforced the law prohibiting fishermen from placing nets in the Bay's channels because seines are not included in the definition of nets.

### Wisconsin Catch Shows Gain in 1952

Door County headed the State of Wisconsin in 1952 in commercial fishing on Lake Michigan, according to Matt Patterson, State supervisor of commercial fishing. His records show substantial increases in both poundage and value over 1951.

Door County was second only to Bayfield County on Lake Superior in poundage. It took away Bayfield's title as top money-maker, however.

Door County fishermen hauled in 4,445,200 lbs. of fish last year, an increase of 968,900 lbs. over the 1951 take. The 1952 catch was worth \$539,343, compared to \$466,688 in 1951.

In the State, a total of 21,613,700 lbs. of fish worth \$2,249,428 were lifted last year, compared to 19,731,267 lbs. valued at \$2,180,423 in 1951.

The Lake Michigan catch, which also takes in the Green Bay area, totaled 14,932,300 lbs. worth \$1,687,203 in 1952. The 1951 catch for Lake Michigan was 13,610,400 lbs. worth \$1,633,746. Eleven counties comprise the Lake Michigan area.

Lake Superior's four counties produced a catch of 6,681,400 lbs. worth \$562,225, another increase over 1951's 6,120,300 lbs. worth \$546,676.

Bayfield headed the State's counties in poundage, with 6,252,700 lbs. worth \$518,014. Last year Bayfield ranked first in both catch and value, with 5,728,600 lbs. worth \$493,267.

Marinette was runner-up to Door in poundage among Lake Michigan counties, with 2,073,700 lbs., but finished a poor fifth in monetary value with \$129,827. Manitowoc County, with a catch of 1,270,000 lbs., was second in value, with a return of \$188,324.

Catches and their values by other Lake Michigan counties were as follows: Brown, 1,647,100 lbs., \$139,608; Sheboygan, 1,145,200 lbs., \$163,815; Oconto, 1,436,600 lbs., \$106,182; Kewaunee, 931,500 lbs., \$133,069; Ozaukee, 800,400 lbs., \$109,741; Milwaukee, 603,600 lbs., \$90,512; Racine, 457,200 lbs., \$68,531; and Kenosha, 121,900 lbs., \$18,250.

Catches and values by other Lake Superior counties were: Ashland, 376,600 lbs., \$29,186; Iron, 26,100 lbs., \$4,258; and Douglas, 25,900 lbs., \$10,766.

## International Commission to Do Marine Research Work

A vast marine research program designed to increase the yield of cod, haddock, halibut and ocean perch, was agreed upon by the International Commission for the Northwest Atlantic Fisheries at its third annual meeting May 25-30 in New Haven, Conn. The conference at Yale University's Bingham Oceanographic Laboratories was attended by more than 60 governmental and fisheries experts of the 10 member countries. They selected Halifax, Nova Scotia, as the site for the permanent headquarters of the Commission.

The new chairman of the Commission is Stewart Bates, Deputy Minister of Fisheries at Ottawa, Canada, who replaces Dr. John L. Kask, assistant director of the U. S. Fish & Wildlife Service. Tavares de Almeida of Lisbon, Portugal, commander of the Portuguese fishing fleet, was named vice commander of the Commission. Elected chairman of the standing committee on research and statistics was Dr. Cyril Lucas, director of the Scottish Marine Laboratory at Aberdeen.

The fisheries research program agreed upon at the meeting will draw into concerted effort more than 100 scientists, 12 scientific vessels and at least 15 research laboratories located in the United States, Canada, United Kingdom, Iceland, Norway, Denmark, France, Spain, Portugal and Italy. The proposal which was adopted by the Commission was drawn up by an international committee headed by Dr. L. A. Walford of the Fish and Wildlife Service.

Research will be centered at first on these three primary objectives:

1. Determining the principal fish in the North Atlantic, where found, and how divided and used at present.
2. Determining how the intensity and method of commercial fishing affects supplies and the long-term yield of the main food species.
3. How are the stocks affected by natural factors, such as the present warm period, which is changing fish habits drastically throughout the region.

Each of the ten participating nations will contribute statistics on commercial catches and landings by area and by months. Lengths of fish and adequate samples of the catches will be recorded, showing fish discarded and fish retained.

Since this only can be accomplished at sea, the representatives of the ten nations agreed to provide specially trained observers for commercial fleets. Samplings also will be taken of landings ashore.

Scientists in the 15 laboratories and on the marine vessels will check distribution and size of the stocks of each of the four major species to determine ocean migration, spawning and various other habits.

All available knowledge of the growth of fish, age at first maturity, fecundity and changes which may occur in certain species will be checked and new facts analyzed as they are assembled.

Correlation of new facts by the scientists of the ten nations will be accomplished through the setting up of working parties of traveling experts who will gather at intervals to exchange information and discuss findings.

### Effect of Temperature Changes

Changes in the ocean itself as a result of climate or hydrographic conditions will be studied intensively in order to relate these changes to the fisheries. Ultimately, the ten nations hope to be able to understand the ocean changes well enough to predict them.

The increasing scarcity of lobsters in Rhode Island and the general rise in air and water temperatures were correlated in a paper presented by two Fish & Wildlife Service experts before a symposium held as part of the Commission meeting. Authors of the paper are Dr. Herbert W. Graham, in charge of North Atlantic fisheries investigations, and a biologist-statistician, Clyde C. Taylor,



Frederick C. Wilbour, Jr. and Francis W. Sargent, head of the Massachusetts Division of Marine Fisheries, pulling in a scallop dredge at Westport, Mass. (Courtesy "Boston Sunday Post")

## Bay Scallop Transplanting Project In Massachusetts Proves Successful

A planting of 100 bushels of seed scallops at Westport five years ago by the Massachusetts Division of Marine Fisheries has provided the town with a valuable shellfish industry. Each year the quantity of scallops in the Westport River has become progressively larger, and in 1952 the scallop fishermen took \$100,000 worth of full-sized scallops, with the promise of good annual yields in the future. The project has demonstrated that bay scallops can be successfully transplanted, and has led to other test plantings at Mattapoisett and Cuttyhunk Island.

The seed scallops for the Westport planting were obtained from the town of Barnstable in Lewis Bay. They were trucked to Westport and planted in the River over the stern of a skiff, with the wash of the outboard motor scattering them. It is estimated that the total cost of the Westport bay scallop transplanting project, which was the largest ever attempted, was approximately \$50.

The ocean tide comes up the Westport River some distance, backing up the fresh water and giving it a salt content. It was in this area, where fresh and salt water contend with each other, that the scallops were planted. Although there are scallops out in Buzzard's Bay, they do not come into the River in any number because the pressure of the River toward the sea is greater than the pressure of the tides upstream.

A seed scallop spawns only once, but it releases approximately 1,000,000 eggs. Each egg has about one chance in a million of reaching maturity. Many of them die when they are washed up on the beach, caught on mud flats at low tide or eaten by other fish and sea gulls.

Seed scallops are protected by law and cannot be taken by fishermen, but once they have spawned they may be freely harvested by the dredgers. It is claimed that even if every adult scallop is removed from a sea bed, there is no adverse effect on the population, which stems from the seed scallops.

both of whom are stationed at Woods Hole, Mass. They pointed out that although fewer lobsters now appear in Rhode Island because of rising temperatures, the lobster population to the north, in Massachusetts and Maine, apparently is growing.

Graham and Taylor also said that the warm water and air apparently have decreased the number of whiting (silver hake) caught off the southern New England coast. On the other hand, they said, more whiting are appearing at all seasons on Georges Bank, the fishing area to the east, where whiting once were known as a "Summer fish".

There are indications, too, the researchers said, that "southern" fish, so-called, now are moving up the coast as far as Connecticut, Rhode Island and Massachusetts.

## Maine Sardine Packing Season Gets Under Way

The Maine sardine processing season was under way the middle of May, with a small run of fish around Portland and Rockland, but no receipts in other areas. At Rockland, Holmes Packing Co. was the first plant to unload and process herring, its two carriers having brought in a small haul May 11. The *Jacob Pike* unloaded 840 bushels, and the *Mary Ann* 320 bushels. The first batch of fish was picked up from seiner Hugo Lehtinen at Tenant's Harbor.

Plant manager Kermit St. Peter said that all of the fish brought in at the Holmes plant were processed through the Company's Belgian cooker, which was revamped during the Winter months. The plant still is not operating at full capacity, as officials are waiting to see if there are larger schools of fish in the waters around Penobscot Bay.

There is reported to be a movement afoot in the sardine packing industry to have each canner cut his pack, providing there is a good supply of fish, at least 20 per cent below his 1952 total as a conservation measure.

## Biddeford Pool Clam Flats Closed Again

The rich clam flats at Biddeford Pool were closed again May 27, after being open since May 8. The May opening of the flats, which were estimated to contain at least \$50,000 worth of clams, came after five years of restrictions. It was believed that probably by next September or October, when colder weather comes, the flats again can be opened.

Dwight Underwood, Maine Sea and Shore Fisheries warden supervisor, estimated that nearly 600 bushels of clams were taken from the flats during the period while they were open. Over one week end about 1,000 persons worked the area. Game officials were on hand each day enforcing State laws that limit the amount of the haul to a half bushel, and the size to more than 2". Lester Orcutt, a clam and lobster broker at Biddeford Pool, reported that the market was steady despite the abundance of clam diggers, both commercial and amateur.

## "Flow" Rockland Highliner in April

Fish landings at the Birdseye Division plant in Rockland during the month of April amounted to 1,308,150 lbs. of redfish and groundfish. The plant is paying fishermen 4¢ per pound for redfish.

Leading boat in April was the *Flow*, captained by Alfred Schwieger, which landed 265,500 lbs. of redfish.

Other top fishing vessels were the *Breaker*, 198,000 lbs. redfish; *Breeze*, 189,000 lbs. redfish; *Elin B.*, 158,000 lbs. redfish and 8,000 lbs. groundfish; and *Billow*, 122,000 lbs. redfish.

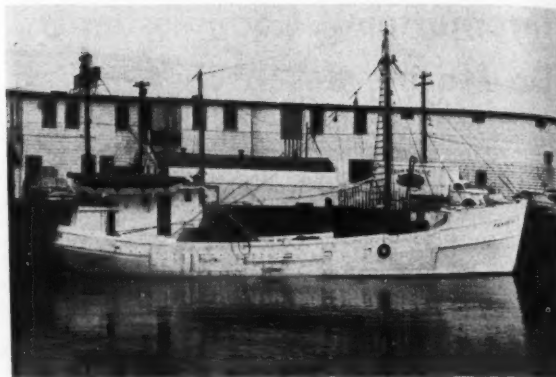
## Three New Booklets Promote Lobster

Maine's colorful new booklets promoting the State's top seafood, the lobster, were ready for distribution to the general public the latter part of May. More than 125,000 already have been distributed to lobster wholesalers, dealers and restaurant operators.

The first, "How to Eat Maine Lobster", has a full color cover and demonstrates to the uninitiated the down-East way to take lobster from the shell. The back cover shows how a lobster is caught and packed for shipment to the consumer.

The second booklet, "How to Prepare Maine Lobster", has a color cover displaying a lobster ready for eating and contains 11 tested recipes. This leaflet was compiled to enable lobster retailers to pass on cooking information to persons who never before have prepared the Maine shellfish.

The third pamphlet, "The Maine Lobster is a Promo-



92-foot "Pocahontas" docked at Rockland, Me. Now scalloping out of Boothbay Harbor with Capt. Maynard Lammi. Built by Harvey F. Gamage, So. Bristol, from Geerd N. Hendel designs. Equipped with D397, 400 hp. Caterpillar Diesel, 66 x 42 Hyde propeller, Goodrich Cutless bearing, 16 hp. "Deseco" Lister Diesel auxiliary set, Safety Car voltage regulator, Surrette batteries and Roebbling wire rope.

tional Asset", outlines the steps to be taken in organizing a successful lobster dinner promotion program. This publication is pointed at areas where restaurant and hotel owners want to feature the Maine lobster on their menus and build demand for the delicacy. It also shows that by featuring Maine lobster the sales of other seafood dishes will increase proportionately. The booklet contains working plans for an artificial salt water display tank which can be used in restaurants and markets.

## Soule Joins Sardine Tax Committee Staff

A. M. G. Soule, former chief inspector for the Maine Department of Agriculture, recently joined the staff of the Maine Sardine Tax Committee as a consultant. Committee Chairman Carroll Peacock said Soule would advise the industry on quality control, packing processes and State and Federal regulations. Soule at one time supervised State sardine inspection.

## Results of Lobster Measuring Program

The Department of Sea and Shore Fisheries has disclosed that 29.9 per cent of the Maine lobster catch for a three-year period was made up of legal-sized lobsters weighing less than a pound. These lobsters have body shells which measure 3 1/4" and slightly over (legal Maine minimum size) and weigh 86/100 of a pound.

Under the direction of Commissioner Robert L. Dow and Department Biologist Fred Baird, more than 200,000 lobsters were measured at many points on the coast by coastal wardens and members of the Department. In the three-year period, October 1, 1949 to September 30, 1952, the total Maine lobster catch was 52,013,251 in number of lobsters. Of these, 202,724 were measured.

Commissioner Dow said that the measuring program was done in individual coastal counties. The three-year figures at Jonesport showed a larger percentage of 1 1/4 lb. to 1 1/2 lbs. than did the catch in the same category at Sebasco in Sagadahoc County. Seasonal changes also were evident, with the lobsters showing greater weight in Winter.

## 117 Ft. "Wawenock" Launched

A 117-foot redfish dragger, the *Wawenock*, was launched by Harvey F. Gamage, South Bristol, Me. on May 2. She was christened by Mrs. Robert Anderson of Thomaston, wife of the skipper. The vessel is powered by a 400 hp. Enterprise Diesel, and is owned by Wawenock Corp. of which Mr. Gamage is President.

# The Relationship Between Tuna of Different Regions

By Eric Hardy

HOW many kinds of tuna or tunny inhabit the North Atlantic? Is the giant leaping bluefin tuna of Cape Hatteras and Nova Scotia the same as the short-finned tunny caught by Danish line-fishermen in the European Kattegat? Is it the same as the great albacore pursued by pole-fishers in Pacific waters from the Columbia River to Mexico, or is it like the oriental tunny of Japanese waters or the Californian bluefin?

Fast pelagic fish like tunas which roam the sea with far less restriction than cod and mackerel (fish which generally keep to local breeding stocks, migrating with the aid of the current from their hatching waters to feeding grounds and back against the current to breed again) often find themselves bearers of multiple names in different lands, all of which boil down to be races of the same species of fish!

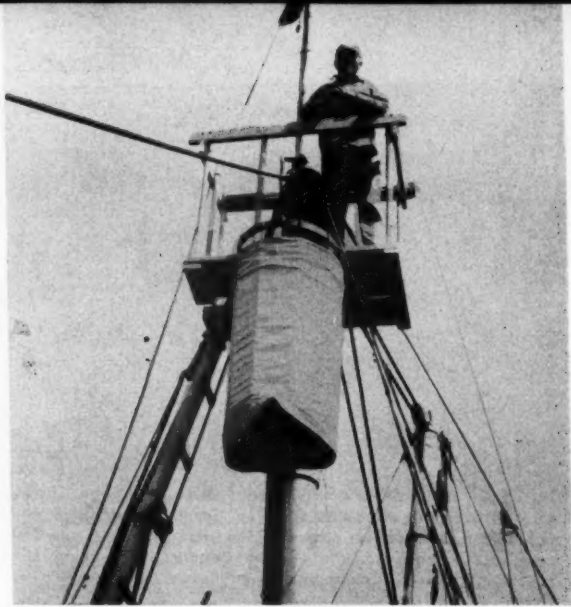
Some of the bluefin's 112 nicknames in various waters well could be discarded as a start. Foremost is the American nickname of "horse mackerel", because the tuna isn't a horse mackerel in natural history classification. Calling it a horse mackerel is just as misleading and confusing as for Americans to talk of "white salmon" in Californian waters, when they mean a kind of horse mackerel or even the albacore, or the American plaice which isn't a true plaice but a relative of the halibuts, called in Europe the "long rough dab". The true horse mackerel is no relation of the common mackerel or the Spanish mackerel, and therefore isn't even a member of the great tunny-mackerel group of fishes.

I'm sorry to be hard on the language problem to begin with, but every fishing nation has been guilty of nicknaming important commercial fishes with names they've no right to be known by. There isn't a true flounder in America—the name was stolen from its rightful owner on European coasts. The Atlantic yellowtail is a sand-dab of no relation to the true yellowtail or Californian tunny.

Does it matter what you call a fish? Of course it does when American, Canadian and English fishermen are talking, writing and reading of the same fish only to find they have been misled and are using the same name for very different fish altogether. Let's get back to tuna; or should it be tunny? Fishermen and fish merchants always have chosen the name which sells best on the market, and tuna has it when it comes to a can of fish on the shelf.



Purse rings and lead line of tuna seine stretched out on deck of "Western Explorer" after pursing.



Masthead man looking for tuna schools from 75' Pacific purse seine-type vessel "Western Explorer". The craft was chartered by the Fish & Wildlife Service in the Summer of 1951 to search for bluefin tuna in the Gulf of Maine.

But if we could obtain agreement to keep the word tuna for the Pacific albacores, and tunny for the Atlantic bluefins and bonitos, we might clear up some of the babel of 112 names. Or we might name them from their size.

I believe tuna is an Americanized version of the Spanish *Atun*, a name for tunny more than 6¼' long, and albacore from the Spanish *albacora*, which were tunny measuring 3½ to 4½' long. We cannot adopt this method now as Pacific tuna, which form the major supply of canned meat for the U. S. canneries, don't grow as big as North Atlantic bluefin tunny, and the name has become too established to change.

## Bluefin Has Wide Range

The bluefin tunny, or its parent type, is to my mind one of the most widely-ranged species of fish in the world, inhabiting the North Atlantic from Nova Scotia to Russia and the Guianas; the Mediterranean Sea from Gibraltar to Israel and the Black Sea; the South Atlantic Ocean to Table Bay; the Indian Ocean at Cape Agulhas, South Africa; the North Pacific from the U. S. to Hawaii; and the South Pacific as far as Robinson Crusoe's home of Juan Fernandez Island.

I don't mean that the same individual fish now may swim from Murmansk to Cape Town and on to California. I doubt if North Atlantic tunny go out of the North Atlantic, except to enter the Mediterranean. Russell, a leading British marine zoologist, and Godsil and Holmberg, the Californian authorities, considered it possible that the slight differences in the position and length of the anal and pectoral fins of the European and Eastern American bluefin tunnies were only the variations a fish species can produce when breeding for years in widely separated geographical areas. Still greater structural differences (like the longer fins) between the Pacific bluefin and the Atlantic bluefin are not considered sufficient to warrant the naming of a separate species.

Even though the Japanese-Australasian oriental tunny differs even more so with its blood system and the structure of its swim-bladder, it is so very closely related to the Atlantic bluefin that if it is a distinct species (as the Japanese claim), it has evolved from identical stock. But its differences from the Californian bluefin are no greater than the latter's differences from the Atlantic bluefin. The southern (Australian) bluefin is considered to be a distinct species. When more research is published on the tunnies we may have to readjust the names to four kinds, two kinds, or three kinds of bluefins.

The fisherman probably doesn't care two hoots about names so long as the tuna keep coming along in shoals  
(Continued on page 28)



The "Gypsy Girl", 68 1/2' shrimp trawler owned by Felix Bruney of Aransas Pass, Texas, and powered with a 275 hp. General Motors Diesel which swings 46 x 38 Columbian propeller. The craft is finished with Pettit paint, and is equipped with Surrrette batteries, Stroudsburg hoist, Northill anchor, Columbian rope and Bendix depth sounder.

## Texas Shrimp Production Shows Improvement in May

Shrimp production picked up in May along the Texas coast line, and in the deep south Gulf. Unsettled windy weather hindered shrimping with small trawlers in the bays, but good catches of small shrimp were taken in inland waters north of Corpus Christi Bay.

Many bay shrimp fishermen are complaining because the shrimp, both reds and whites, average only 35-50 count heads off. Some argue that the Game and Fish Commission should close the bays until Fall to let the small shrimp grow. Processing plants are having difficulty getting workers to head the small shrimp.

Shrimp landings at coastal plants during May amounted to 10,165 barrels, 50 percent going to Brownsville-Port Isabel plants. A total of 2,556 barrels were processed at Aransas Pass, and the remainder at north Gulf ports. Grooved or brownies made up 99 percent of the catch at the south ports, while pink totaled one percent. Sizes were good, a few 15-20 count, mostly 21-25.

Finfish production increased for the second month, with deep-water species, including red snapper, grouper, and jewfish, taking the lead. Trout, red and black drum were more plentiful in the bays. The total catch reported was 69,500 lbs.

## Laguna Madre Bill Enacted

House Bill No. 24, which was actively opposed by some commercial net fishermen, has been passed and signed by Gov. Allan Shivers. The measure provides for a six-month closed season each year from April 1 through September on all netting of fish in Laguna Madre within the boundaries of Cameron County. It will become effective 90 days after the date of adjournment of the Legislature, which was May 28.

Laguna Madre is a body of salt water about 125 miles long, extending from the southern tip of the Texas Gulf Coast north to Corpus Christi Bay. It is from two to five miles wide, with a channel the full length measuring 150' wide on the bottom and 13' deep.

Laguna Madre is claimed to have the greatest concentration of fish and marine life of any lake or inlet on the Gulf coast, and is said to be the largest spawning and rearing center for speckled sea trout and other species of game fish and shrimp.

## Casterline Launches Two Shrimpers

Casterline Fish Co. in Fulton recently launched two 50' shrimpers, powered with General Motors Diesels. The

Cecil Casterline, named for a late partner in the firm, is skippered by L. C. Huff and carries a crew of three.

Raymond Owens is the owner and captain of the other boat, the *Aidry Lee Ray*, which also carries a three-man crew.

## April Landings Show Decrease

Landings of fishery products at Texas ports during April amounted to 2,707,600 lbs., compared with 3,942,600 lbs. in April of last year, which represented a decrease of 31 percent. Production of shrimp in Texas during April recorded a drop of 478,900 lbs.

During the first eight months of the current fiscal year, there were 51,631,700 lbs. of fish and shellfish produced. This was a decline of 6 percent compared with the eight-month period ending with April, 1952.

## Louisiana Fleet Enlarged by Many Trawlers from Texas

A number of trawlers which have been shrimping out of Texas will operate out of Patterson and Morgan City for the next several months. The *Pescador* and *Progres*, owned by the Patterson Shrimp Co., have arrived at Patterson to fish Louisiana waters. The two vessels have been operating out of Brownsville, Texas.

Other trawlers which are now operating out of Patterson include the *Betty & David* and the *Captain Cooner*, owned by Carl Cooner, formerly of Morgan City. They are unloading their catches of shrimp at Patterson Shrimp Co. Also at Patterson for the Summer months is the *Ginger*, owned by Ralph White of Brownsville.

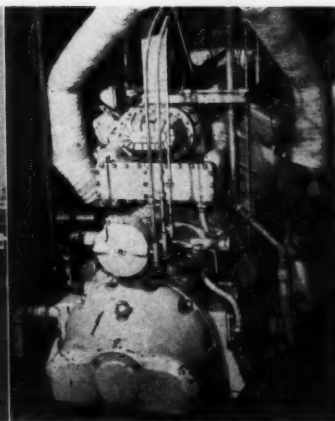
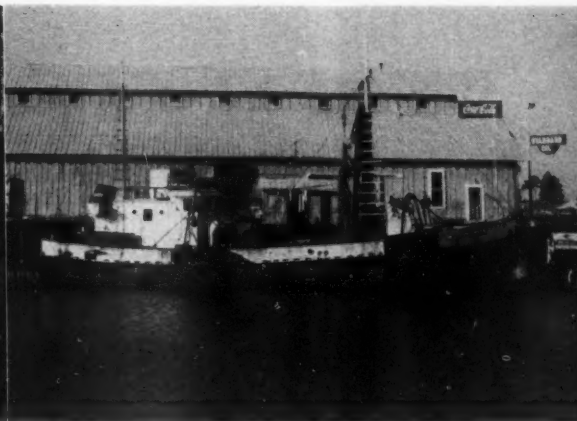
The *Morning Star*, owned by T. J. Falgout of Brownsville, and captained by Durwood Theriot, landed at Patterson the second week in May with a 34-barrel shrimp catch. Theriot will fish Louisiana waters for several months. The *Bob Ramsey* and the *Uncle Sam*, owned and captained by Ray and James Jummonville, also arrived from Brownsville with 25 barrels each. The *Tern*, skippered by Buddy White who has been running the trawler out of Brownsville, is now operating out of Patterson.

The *Mayflower*, owned and captained by Isaac Daigle, has arrived in Patterson from Brownsville. Capt. Daigle docked with only 6 or 7 bbls. of shrimp, due to bad weather encountered on the way.

Charles Rentrop of the *George Reyer* has returned from Brownsville to fish off the Louisiana coast, and his catches will be delivered to the Patterson Shrimp Co. The *Traveler*, owned by Versaggi Shrimp Co. and captained by Gus



The 52' trawler "Miss Marie", owned by Joseph, Edward and Joseph C. Exposito of Chauvin, La. She is equipped with a 120 hp. Caterpillar D13000 Diesel, 100-watt Apeldo radiotelephone, Bendix depth finder and Stroudsburg winch.



Capt. Harry Merrell, left, skipper of the 71' shrimp boat "Sarah J." operating out of Gulf Shores, Ala. At right is her 270 hp. Caterpillar D375 Diesel. The craft is owned by C. R. Potter of Belhaven, N. C.

Olsen; the *Sal & Zina*, captained by Charles Hinkle; *Phillis Jean*, owned and captained by Bobby White; and *Commando*, owned by Versaggi and captained by Robert Wiggins, also have come over from Brownsville.

Pierre Lodrigue of Berwick, and his partner, Hay, who have been fishing off the Texas coast, are now operating their trawler *Viking* out of Morgan City. The *G. M. Marconi*, owned and operated by Dave Cavalier of Patterson, also has commenced operating off Louisiana.

The *Star Light*, *Star Mist* and *Star Dust*, which have been fishing off the Florida coast, are now landing at Deep South Seafoods, Inc., Morgan City.

### Conrad Launches "Captain Arthur"

The 70' deluxe trawler which was launched at Conrad Industries, Morgan City, early in May has been christened *Captain Arthur* by M. A. Yonge and Joe Webster, her owners. The craft is powered by a 170 hp. D337 Caterpillar Diesel with 4:1 reduction gear, sold by Boyce-Harvey Machinery Co., Inc., Berwick. The trawler was expected to be ready to go fishing before the end of May.

### Shrimpers Sold to Panama Interests

Two Morgan City shrimp trawlers were to sail early in May to the west coast of Panama, where their new owners, the firm of Bahia Honda, S. A., is located. The vessels include the 57' *Stephen Bruce*, formerly the *Ensign B. B. Brooks*, which was sold by Brooks Seafoods Co. The other craft is the *Dean Barnes*, which was known as the *Mr. Buck* under the ownership of George Castigola of Pascagoula, Miss.

### Crab Meat Production Shows Gain

The fresh cooked crab meat output in the Morgan City, Berwick, Patterson, Houma, Chauvin and Dulac area during April was 33,200 lbs., which was well over half of the total amount produced in Louisiana and more than a third of the figure for all the Gulf Coast States.

Crab meat production in the area was twice as large in April this year as in April, 1952. Furthermore, the first four months of 1953 showed more than double the crab meat output of the same period last year.

Fresh shrimp production for the Morgan City, Berwick, Patterson and Delcambre area amounted to 4,742 barrels during April. Landings for the first four months of this year—6,637 barrels—topped last year's four months' catch of 5,048.

### New Shipyard to Build Steel Shrimper

John Dilsaver, Jr. will manage the new Marine Construction Company shipyard, east of Patterson on Bayou Teche. He and E. W. Dupont are partners in the concern, which is preparing to begin construction on an all-steel shrimp boat for Capt. Norman Adams of Morgan City.

Adams has sold his trawler *Miss Gina* to John Versaggi of Versaggi Shrimp Co.

Wooden shrimp boats will be built on the premises of the Marine Construction Co. by Lewis Boat Works. Arlen Lewis, who has been a boat builder for many years in St. Augustine, Florida, and more recently in Brownsville, Texas, has leased a section of the Company's yard. His first local job will be a 65' trawler for Marvin Hardee of Morgan City. The fabrication work, such as fuel tanks, engine installation, etc., will be handled by the Marine Construction Co.

### Change in Shrimp Prices

The following shrimp prices for the Morgan City-Berwick-Patterson area were announced by the Gulf Coast Shrimp Producers Association effective May 9: 15-20 count, \$77.50; 21-25 count, \$75.00; 26-30 count, \$64.50; and 31-42 count, \$54.50. These prices are per barrel of 125 lbs., regardless of color, with heading extra.

### Guarisco Shipyard Moves

Guarisco Shipyard has moved from Berwick Bay to a modern yard on Bayou Boeuf, Morgan City. The firm now has plans, specifications and models ready for steel shrimp boats. The craft, anywhere from 50 to 75' in length, will be fully equipped "ready-to-go."

### Retains Position as Head of Oyster Division

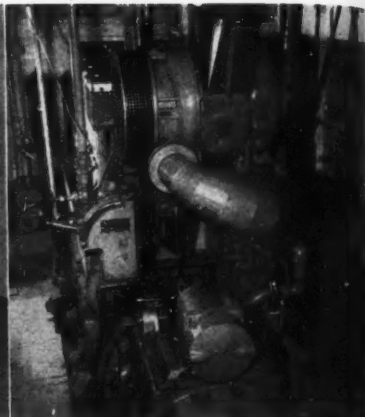
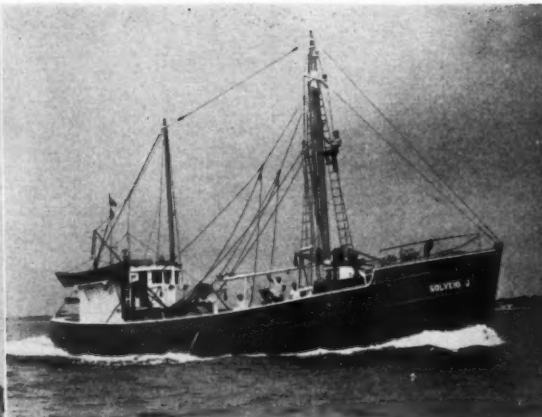
Judge Paul E. Chasez in Civil Court in New Orleans recently ruled that the Louisiana Wild Life and Fisheries Commission cannot discharge James N. McConnell as head of the Louisiana Division of Oysters and Water Bottoms, without complying with State civil service regulations. The case has been reviewed by the Court and now appears to be completed. It would appear then that Mr. McConnell will continue on in the position which he has held with the State for the last 27 years.

### Observe Oyster Week

As a highlight of the recent observance of Oyster Week, there was a three-day "sampling" of Louisiana oysters in New Orleans. A row of waiters opened the bivalves, which were provided free to the public by the Oyster Dealers and Growers Association.

### "Tarheel" Finds Plane Wreckage

A 4' wing section, an air vent and part of the cabin of a plane was found May 9 in the Gulf of Mexico by the crew of the shrimp boat *Tarheel*. The wreckage was pulled up in the boat's trawl net between 25 and 30 miles off Marsh Island, Vermilion Parish. It was brought into the office of the Twin City Fishermen's Cooperative Association, Morgan City, by Capt. Ashley Galloway, master of the boat.



79' New Bedford, Mass. dragger "Solveig J." of which Jack Jacobsen (left) is Captain and part owner. Built by Harvey Gamage, So. Bristol, Me. in 1944, she is one of the high liners, and has been

making 3 groundfish trips a month. Her engine (right) is a 6-cylinder,  $8\frac{1}{2} \times 10\frac{1}{2}$  Turbo-charged Wolverine Diesel, rated 360 hp. at 650 rpm, and equipped with Snow-Nabstedt 2:1 reduction gear.

## New Bedford Committee on Shellfish to Replant Quahogs

Subject to the approval of the Division of Marine Fisheries of the State Department of Conservation, the New Bedford Shellfish Committee voted to recommend that quahogs for transplanting to clean water be removed from the area bounded on the south by the north line of David St., on the north by the south line of Potomska St., and on the east by the boundary line between New Bedford and Fairhaven.

The recommendation is that the quahogs be replanted in the area in Clarks Cove from Portland St. south to Fort Rodman, this section to be closed to the taking of shellfish from June 1, 1953, for an indefinite period, in no case less than four months. Any extension beyond that time would be determined by the Shellfish Committee.

Fishermen taking quahogs from the area will be paid \$2 a bushel and 25¢ a bushel for transplanting, the work to be done under the direction of shellfish warden Tobias Cabral. There is \$1,500 in State and City funds available for transplanting.

## Record Day's Landings of Scallops

The New Bedford fleet broke all previous records in landings of scallops May 16, when 16 vessels docked at Pier 3 with a catch of 224,500 lbs. of the shellfish. The poundage outweighed even the amount of fish unloaded, an unusual happening in New Bedford. The scallops sold for 45¢ a pound.

## Two Scallopers Collide

The New Bedford scalloper *Josephine* and *Mary* limped into port May 20 with a large hole, which was stove in her starboard side during a collision with the scalloper *William D. Eldridge* off fogbound Georges Bank. The damaged scalloper, skippered by Sheldon Kent of Fairhaven, landed 2,100 lbs. of scallops.

The *William D. Eldridge*, skippered by Capt. Anthony Thomas, was not damaged and remained at sea. Visibility was reported about "5 feet" at the time of the mishap.

## April Landings Show Decline

Operation of fishing vessels was hampered greatly by weather conditions during the month of April, resulting in a large drop in poundage as compared to April, 1952. During April of this year 6,925,000 lbs. of fish and sea scallops were landed, compared to 8,537,300 lbs. for the same period in 1952.

Comparisons of valuation and price per pound for the month of April during 1953 and 1952 included a total of \$379,593 for fish at .0633¢ per pound during April, 1953,

against \$487,308 at .0658¢ per pound for the same period last year. The sea scallop valuation for April, 1953 was \$454,975, with scallops at .4891¢ per pound, as compared to \$679,747 and .6023¢ per pound in April, 1952. There was a downward trend in the scallop price during April of this year due to the heavy landings at the end of the month.

## Boats Get New Equipment, Overhauls

Change-overs, engine work and general repairs are keeping the New Bedford area boatyards busy. At Hathaway Machinery Co. the *Gannet* and *Junojaes* have been changed over to scalloping, and the New York *Friendship* is having an Atlas engine installed.

The *Mary J. Hayes* has had a new keel and shoe at Norlantic Diesel, Inc., after going aground off Butlers Flat, and the *Josephine* and *Mary* is in for planking and stanchions after being rammed. The *St. Ann* has had a general overhaul.

At Peirce & Kilburn Corp., the *Bright Star* is hauled out for painting and sheathing, and the *Harmony* has had a new keel, planking and rudder repairs. At D. N. Kelley & Son, the *Elva* and *Estelle* has been up for a new shaft and propeller, and the *Annie Louise* has had a new stem installed. The *Edith* had her engine overhauled, and the *Brant* has been hauled out for propeller repairs.

Metal Marine Pilot automatic steerers have been installed on the New Bedford draggers *Dauntless* and *Hope II*. The sports fisherman *Wahoo* of Sakonnet Point, R. I. has been equipped with a Wilfrid O. White SurEcho depth sounder at Peirce & Kilburn's.

## Pollock Rip Lightship Replaced

On or about June 6, Pollock Rip Lightship was to be temporarily replaced by a relief lightship. The fog signal on the relief craft is an air diaphragm horn, sounding the same characteristics as the station vessel—one blast every 30 seconds.

## So. Carolina Areas Closed to Trawls

Shrimp "sanctuaries" went into effect the middle of May off five South Carolina beaches. Alonzo B. Seabrook, Director of Commercial Fisheries for South Carolina, warned trawler operators that boats would be watched for violation of the sanctuary boundaries. State law forbids trawling within one mile of the beaches of Dewees Island, Isle of Palms, Sullivan's Island, Folly Beach and Edisto Beaches from May 15 through Sept. 15.

Shrimp trawler operators reported small pickings from offshore trawling the middle of last month. The price of shrimp, reflecting their scarcity, went as high as \$1.00 a pound in some stores. What local shrimp were being caught were generally small, it was reported.

## Maryland Fishermen Asked To Watch for Tagged Perch

Maryland fishermen have been requested to watch out for tagged white perch in the Patuxent River system. A reward of 50¢ per pair of tags will be given for those returned to the Chesapeake Biological Laboratory, Solomons. Over 2,000 fish have been tagged with plastic discs about the size of a dime. The tags, colored a bright yellow and red, are attached to the fish by means of a straight pin inserted directly into the flesh below the top fin.

The tagging program is part of an investigation of the white perch being carried out by the Chesapeake Biological Laboratory. The study is designed to determine the pattern of white perch migrations in Spring during the spawning season; distances and speed which perch travel from one locality to another; origin of fish using the upper reaches of the Patuxent River as spawning grounds; movements during the Summer months; and fishing pressure upon various year classes of fish.

Fishermen capturing tagged fish should return both tags immediately to Tagged Fish, Chesapeake Biological Laboratory, Solomons, together with the exact locality where the fish was captured, the date and time of capture, and type of gear, whether rod and reel, bow net, haul seine, gill net, or live trap. Any tagged white perch under 8" should be released alive after removal of the tags.

### Coast Guard to Inspect Work Boats

Admiral R. E. Wood, Commander of the Fifth Coast Guard District, has ordered that all work boats operating in the area must be boarded for routine Coast Guard inspection. The waters of Pocomoke Sound, Tangier Sound, Chesapeake Bay and the tributaries of these waters are in the Fifth District.

In Crisfield, Ensign Sanford Reynolds will establish an inspection station at the end of the Railroad Wharf for two week ends so that all boat owners may come to the station for inspection and boarding at their convenience. The two week ends picked were June 6 and 7th from 8 A.M. to 4 P.M. and then again on the week end of June 27th and 28th during the same hours.

Equipment needed to pass inspection for the average boat operating out of Crisfield is as follows: 1. life preservers for each person on board; 2. certificate of award of numbers or registry; 3. adequate number of fire extinguishers; 4. horn, whistle or bell, depending on size of craft; 5. flame arrester (if boat is decked over); 6. proper running lights (if craft operates after sunset).

### Many Small Crabs on River Bottoms

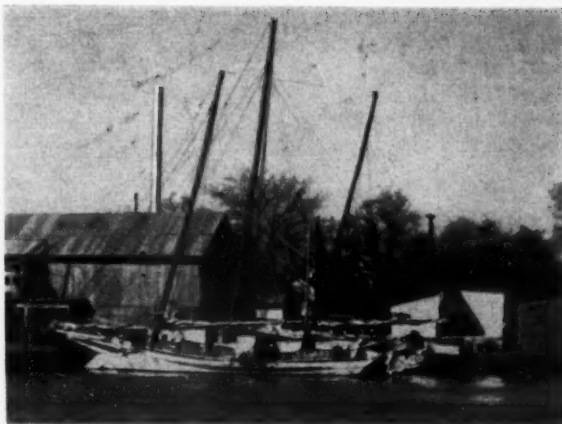
Crisfield watermen reported that there were large numbers of small crabs on the river bottoms the latter part of May, and predicted that the shellfish would be plentiful by June 15. While the season opened early this year, not too many crabs have been caught as yet.

During the first week of the season, practically every crabber made large catches. However, the third week hard crabs were very scarce, and even the crab potters didn't make any substantial hauls. The reason given for the slowing up of crab production was that the crabs were going through a second shedding. A gradual increase in the yield of both peeler and hard crabs took place the last week in May.

### Commission to Study Migratory Fish Problems

A newly-appointed five-man commission composed of two State Senators and three members of the House of Delegates will consider migratory fish problems common to the States of Maryland, Virginia and North Carolina, and will attempt to have similar legislation regarding these problems enacted in each State.

Regulations concerning the taking of shad, herring, trout, hardheads, bluefish and rockfish probably will be considered.



The 40' x 14' x 4' oyster dredger "Virgil Dean", owned by Elbert Gladden of Chance, Md., and operated around Tangier Island. A centerboard boat, the "Dean" was built at Crocheron on Hooper Strait in 1897. She is constructed of yellow pine and native oak, and carries 175 bushels. The craft formerly was owned by Capt. William H. Hackett of Cambridge, Md.

## Virginia Expands Survey of Young Croaker Distribution

The Virginia Fisheries Laboratory at Gloucester Point has begun expansion of its survey of the distribution of young croakers to the James and Rappahannock Rivers, according to Dr. James McHugh, laboratory director.

"Estuaries seem to be an important nursery for young croakers," Dr. McHugh disclosed. "In our York studies we have found that the croakers are hatched near the mouth of Chesapeake Bay and that they start up the River about November and go to West Point or above."

"The fish remain there all Summer and return to the Bay in September or October."

### Tangier Pound Fishing Improves

Pound fishing in Tangier waters has improved somewhat, with more Summer fish now being caught. During May Capt. Wyatt Pruitt, fishing two traps in the mouth of Cod Harbor, made good catches of menhaden and butterfish. He averaged about 800 lbs. of butterfish and 60 bushels of menhaden to the fishing. Capt. Pruitt received 8¢ a pound for the butterfish and \$1.50 a bushel for the menhaden.

### Peeler Crab Catches Fluctuate

Those scraping for peeler crabs in Tangier waters had their ups and downs during May. The month began well, with scraper catches amounting to from 800 to 1800 a day. Later, about the middle of May, the number dropped to 80 and 100 per man per day. However, production picked up the end of the month, and daily catches per boat ranged from 300 to 600 peelers.

### Fisherman Dies in Boat Explosion

Norman Bayliss, 38-year-old Chincoteague mackerel fisherman, was killed early in May when the 35' boat *Edith* caught fire and exploded in Chincoteague Bay. Three other fishermen managed to swim and wade ashore, including Stanley Williams of Chincoteague, owner of the *Edith*.

### Hampton Roads Area Landings

During May fish production in the Hampton Roads area amounted to 1,593,000 lbs., for a drop of over half a million pounds from the same month of last year. More than 50% of the catch—905,400 lbs.—came from pound nets and haul seines. Scup made up over one-quarter of the yield, the catch of this variety having totaled 415,400 lbs. Runner-up was croaker, with 389,400 lbs.



Three engines furnish power for Capt. O. E. Carey's 40' charter fishing boat "Sea Boots" of Miami, Fla. The unique engine installation is said to provide a variety of advantages. It allows the center engine to handle trolling speeds exclusively, thus reducing engine wear on the two outside power plants to a minimum. Capt. Carey's boat makes runs varying from 50 to 250 miles, and has three Chrysler Royals with 2:1 reduction gears, furnished by J. Frank Knorr, Inc., of Miami.

## Florida Boat Using New Type Shrimp Net off Sanibel Isle

A special type of shrimp net developed by Capt. William Bass of the shrimper *Endeavor* is making it possible for him to bring in shrimp off the rocky bottoms near Sanibel Island. Capt. Bass is using a roller bottom type of net which does not become snagged on the rocks. During tests, the net brought in 100 lbs. of shrimp an hour.

Capt. Bass landed 2500 lbs. of dollar-a-pound shrimp at the Pacetti docks in Fort Myers on May 22. The catch was brought in after two-and-a-half nights' fishing off Sanibel Island, and crew members said it was their best haul in seven years of shrimping.

Discovery of the Sanibel Island beds, 10 to 20 miles south of Fort Myers Beach, ended a five months' search by Bass and his partner, Russell Blemke, to locate the close-in shrimping ground which Bass said he knew existed because of the annual Summer migration there of heavy schools of manta rays.

Bass pointed out that the Sanibel Island bed is two hours' running time from Fort Myers Beach on the seven fathom curve from a point southwest of the bell buoy all the way out to the 30-fathom line, much nearer than the beds off Mexico or the Dry Tortugas. He said his haul would run 21 to 25 shrimp per pound, compared with 25 to 30 for most catches.

## Salt Water Fisheries Code Bill Passed

A conference committee revision of a bill setting up a new salt water fisheries code was given final passage by the Florida Legislature May 29 and sent to the Governor for signature. The Florida House finally accepted a long list of Senate amendments to the bill, and the Senate accepted a House amendment designed to protect lien holders on motor vehicles seized by conservation agents.

Senator James E. Connor of Inverness, chairman of the State Senate Game and Fisheries Committee, said that the 73-page bill would rewrite 80% of the many existing State laws relating to the industry. Objective of the measure is to simplify the work of the Conservation Department in enforcing salt water fishing laws.

Under the bill as finally amended, the legal size of mullet would be fixed for various areas as follows:

For those caught anywhere in the Aucilla River to the Alabama line, the size would be raised from 8" (from the tip of the nose to the fork of the tail) to 10" (from tip to tip).

For mullet caught from the Withlacoochee River west to the Aucilla River, 11" (from tip to tip) instead of 10½" (from tip of the nose to fork of tail). The legal size

for mullet caught elsewhere would be 12" (from tip to tip).

The closed season on mullet would be retained for the same dates as at present, Dec. 10 to Jan. 20. As originally written the bill would have changed the season from Dec. 1 to Jan. 10. The measure also was amended to give fishermen five days instead of two days in which to dispose of mullet after the closed season starts.

The code, as originally proposed, would have required that owners of nets and boats seized for violations pay 50 percent of the value in order to recover them. This was changed through amendment to allow recovery by paying \$1.

## Fernandina Menhaden Fleet Begins Operations

Twelve vessels are now operating out of Fernandina daily in the catching of menhaden, and the season promises to be a good one. Last year the industry enjoyed one of the most productive seasons in many years. Two plants are in operation at Fernandina reducing the catches to fish oil and fish scrap—the Nassau Fertilizer and Oil Co. and Quinn Menhaden Fisheries, Inc.

## Trawler "Swallow" Sinks

The 110' Tampa-based shrimp trawler *Swallow* sank off the coast of Mexico recently, but her crew of four was rescued by another Tampa shrimp boat, the *Cayo Sohueso*, owned by George Venus.

The *Swallow*, a converted Navy boat under command of Capt. Daniel Botelho of New Bedford, Mass., went down about 180 miles northeast of Palmas Point, Campeche, Mexico. The ill-fated trawler was owned by the Peninsular Seafood Transportation Co., of which A. H. Ramos is President.

## Would Allow Taking of "Seabobs" in County

Legislation by Sen. Floyd of Apalachicola, which passed the Senate May 29, would permit the taking of a small species of shrimp called "seabobs" or "hoboes" from the territorial waters of Franklin County. This particular species of sea life is not actually a shrimp, and does not reach the size of ordinary shrimp in maturity.

## To Establish Shrimp Packing Plant at Tampa

A shrimp packing plant is scheduled to be erected at Hooker's Point, Tampa, by S. Felicione and Sons. Gene Felicione, Vice-President of the fishing firm which has been in business in Tampa for more than 50 years, says he plans to put 15 new shrimp boats in operation from his plant. He will do business with an equal number of independent shrimpers and boat owners.

## Homosassa River Bill Veto Overridden

The Senate by a vote of 27 to 1 recently overrode the Governor's veto of a bill to open part of the Homosassa River to commercial fishing. The bill, sponsored by Rep. Gleaton of Citrus, repeals a 1951 law which closed that portion of the Homosassa River in Citrus County above the low tide point in the River near channel markers 43 and 44, to the taking of fish by means of snatch hooks, trot lines, gigs and similar methods. The Governor's veto already has been overridden in the House.

## Gasoline Tax Refund Bill Passed

A bill to provide State gasoline tax refunds for commercial fishermen and farmers was given final passage by the Florida Legislature May 26 and sent to the Governor for signature. The measure provides a ceiling of \$500,000 on the amount which could be refunded in a one-year period.

It will enable commercial fishermen to get back 4¢ of the 7¢ State gasoline tax. They will be required to pay the State Comptroller a \$2 fee before becoming eligible for rebates, and all gasoline purchases will have to be made through bulk dealers (not retailers).

Under the bill, only those using more than 125 gallons in a three-month period will be eligible for rebates, with the result that no refund will be for less than \$5.

## North Carolina Shrimpers Make Good Catches

Morehead City-Beaufort shrimpers took an estimated \$100,000 worth of shrimp out of the Long Bay area in the 48-hours beginning on the morning of May 18 and ending May 20. During the period, it is estimated that between 375,000 and 400,000 lbs. of shrimp were caught in Long Bay, which is west of Cedar Island.

W. A. Ellison, Jr., director of the Institute of Fisheries Research which originally discovered the primarily-nocturnal spotted shrimp, reported that the count has been running at approximately 35 per pound, which is very good. The shrimp hit in abundance one week after the season was opened on May 11.

One small shrimp boat took 750 lbs. of shrimp in slightly less than six hours, while other small boats were making as much as \$750 a day during the heavy strike. Reports from the eastern end of Carteret County indicated that some local shrimpers in large boats made hauls during the 48-hour period which grossed more than \$4,000.

This year's opening price of 30¢ per pound to the fishermen is nearly 50 percent higher than last year's price. A general shortage of shrimp in other coastal regions accounts for the higher price this season. Some of North Carolina's catch has been going to Florida, but most of the shrimp are shipped to northern markets.

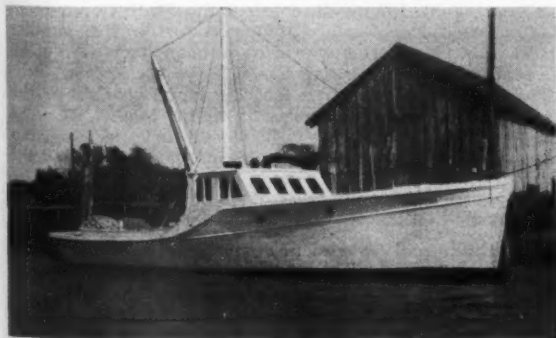
### Oppose Establishment of Target Areas

The North Carolina Fisheries Association voted at a recent meeting in Washington to oppose the establishment of more bombing and target areas near Pamlico Sound. The Marine Corps has made application to the U. S. Army Corps of Engineers to establish five bombing and target zones in navigable waters near the south side of the Neuse River. The areas are Rattan Bay, Point of Marsh Peninsula and Pamlico Sound.

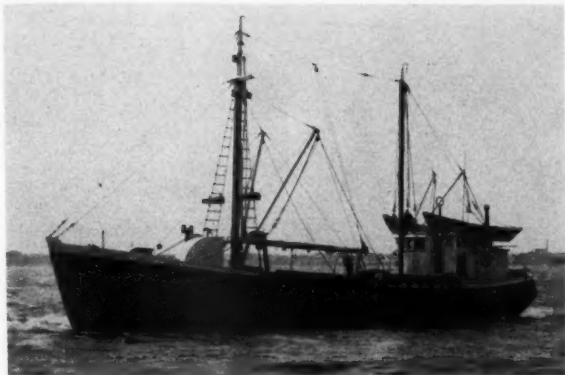
The five areas would be circular with radii ranging from 1.8 miles to one-half of a mile, and live and dummy ammunition would be used. Two of the five zones would be closed to navigation at all times, while the remaining three would be closed during daylight hours and open at night.

### Barnacle Growth Studied

Barnacles, a major problem of the marine industries, have been undergoing a scientific study at the Duke University Marine Laboratory at Beaufort to discover the secrets of their growth. The barnacles "volunteered" for the study by attaching themselves to plastic panels hung beneath the laboratory boat dock. These crustaceans were then transferred to the laboratory and placed in special solutions which contained tiny one-celled plants or animals. Scientists studied the effect of the different foods on the barnacles' growth and moulting cycle.



Capt. W. S. Stowe's 41' fishing boat "Sea Star" of Hatteras, N. C. Her power plant is a 115 hp. Chrysler engine, with 18 x 12 Columbian propeller. She also has Linen Thread Co. Gold Medal netting, Columbian rope, and Danforth anchor.



The "Bright Star", 80' scalloper owned by Capt. Peder H. Eiesland of Brooklyn, N. Y. She has a 155 hp. Atlas Diesel, RCA radiotelephone and Ioran, Roebling wire rope and Hathaway winch.

## New York Loses Fight to Have Fire Island Inlet Dredged

A last-ditch fight to obtain \$228,000 in Federal funds for opening sand-clogged Fire Island Inlet lost out by a narrow vote on May 27, despite an appeal on the floor by Congressman Stuyvesant Wainwright.

Previously the Fire Island Inlet Committee, consisting of civic and business leaders on Suffolk's south shore, had argued that the urgency for dredging the inlet is greater now than ever before for three reasons—defense, conservation of the seafood industry, and transportation of petroleum products.

Nick Griek of West Sayville, Secretary of the Long Island Fishermen's Association, testified before the House Appropriations Subcommittee in Washington on the Fire Island Inlet project. Mr. Griek asked for funds to dredge the Inlet so that the Blue Point oyster, found only in Great South Bay, once again could reproduce in clean salt water. He pointed out that Blue Point oysters disappeared in 1946, with the shoaling of the Inlet.

### Coast Guard Auxiliary Begins Safety Check

A free inspection service for boat owners gets under way each Spring when the U. S. Coast Guard Auxiliary begins its annual check-up on registered craft. Performed only at the request of the individual boatowner, and although unofficial, under the sponsorship of the U. S. Coast Guard, these inspections are designed to assure the owner that his boat meets Coast Guard safety requirements for seaworthiness and life and property protection equipment.

### Finfish Yield Was Mostly Menhaden Last Year

More than 80% of New York's finfish landings during 1952 were made up of menhaden, but production of this variety accounted for only 30% of the total value of the State's catch. The menhaden haul amounted to 124,307,300 lbs., a drop of approximately 20 million lbs. from 1951. The total catch of all species of finfish in 1952 was 150,197,000 lbs., which represented a decline of about the same amount as the menhaden from the previous year.

Next in volume and value of landings to the menhaden was the porgy, which at 9,216,900 lbs. showed a slight decline from 1951. The porgy catch was worth \$737,350, and approximately two-thirds of the fish were taken in the Atlantic Ocean beyond the three-mile limit.

The fluke and butterfish yields were about equal to each other, at 3,679,850 lbs. and 3,608,850 lbs., respectively. However, the fluke yield was worth \$736,000, whereas butterfish brought only \$296,700. Approximately half the fluke were taken beyond the three-mile limit, as were nearly all the butterfish. The fluke haul was up about one million lbs., while butterfish production showed a gain of nearly two million.



A catch of tuna on the 60' dragger "Hope II", owned by John A. Sylvia of South Dartmouth, Mass.

## Relationship Between Tuna

(Continued from page 21)

and he can find them and net or hook them. The habits of the short-finned Atlantic fish and the long-finned Pacific fish don't differ very much. They follow the herring, mackerel, smelt and pilchard shoals, the anchovies and similar prey. Artificial lures, and livebait for pole-fishing, long lines, trolling, herring drift-nets and purse seines will catch them wherever they are. However, only where tuna are very numerous alongshore can they be caught profitably with haul seines, trap nets, pounds and other set nets as the Japanese use. They might even be harpooned or speared in purse seines in some haunts, but that seems an unusually energetic way of catching them!

Atlantic tunny keep to the warmer currents and usually don't come much closer than 20 miles inshore. They range in weight up to 1,000 lbs., and have a maximum girth of 6' and length of 15. Denmark used much of her Marshall Aid to fit seagoing cutters for a North Sea tunny fishery to supply the American market—the European has little taste for canned tuna, although the Danes have some desire for it canned in oil and tomato *au naturel*.

Tunny migrations are heaviest in the warm currents and hot Summers. Off Sweden in the Kattegat, tunny of 200 to 700 lbs. in weight migrate into shallow inshore waters and come to the surface to feed by themselves.

Tuna are about 14 to 16 years old in most of the North Atlantic shoals. They are voracious feeders upon most small fish, but are probably attracted to the vicinity of herring fisheries and trawlers by the smell of injured fish. They leap, whether hooked or not, and are active at night, judging by the numbers around the nets of the herring drifters by daybreak. They are much more shy about taking a single bait off a hook than they are of swimming alongside a trawler to snatch fish falling from the nets.

Tunny even will snap at small migrating birds flying close to the water and swallow them. They spawn in late May or early June in the southern part of the North Atlantic, off Spain, etc., and tunny found in the more northern waters in early Summer are probably not mature.

The dark, red-fleshed bluefin tunny, eaten raw by the Japanese, heavily salted and eaten in olive oil in the Mediterranean and in Africa, is considered fit only for sportsmen-anglers in Britain, and then to be made into animal food! In the Mediterranean the fishermen spear the tunny after attracting them to a torch light, although they have other methods. Asian natives merely dry and salt them for food.

We know that a tunny, like many fish, hunts mainly by scent, but its internal ear is an uncommonly large one. All the essential parts of the ear of an elephant could go

two or three times into it—indeed, they could go twice into the ear of a common mackerel, the tuna's small cousin.

Many of the tunny's migrations in the North Atlantic are influenced by the warm waters of the Gulf Stream. As the tunny is a warm-blooded fish, it has to keep its body temperature reasonably constant and not let itself almost freeze in icy cold water, like the cold-blooded fishes. It is very sensitive to any temperature changes in the sea. The maximum size the tunny will grow to, judging by Mediterranean records, is 12 or 15'.

### Classification of Stocks

Do the Nova Scotian fish come up from the Mediterranean by way of Spain or the Azores? Or are they distinct from the drift of shoals of them past France and the west of Ireland to enter the North Sea and the Kattegat each Summer? Roule, a Continental zoologist, believes the Mediterranean fish are a separate stock, and that the Atlantic specimens do not spawn in the Mediterranean. On the other hand, some people believe that tunny come out of the Mediterranean with the water which, having entered from the Atlantic and become warmed at the eastern end of the Sea, returns to the Atlantic again. The Nova Scotian fish appear to travel inshore near Florida, but nowhere yet has the Atlantic produced a specimen so large as the Mediterranean's record of 1,800 lbs.

Although tunny are surface fish, they sound rather deeply when hooked, and this puts a strain on the line. If the tunny gets down deep enough to a rocky bottom, it may cut the line. When hooked, the tunny keeps up an incessant writhing for an hour or more on end in its efforts to escape.

As the tunny feeds principally on herring, pilchards or mackerel, it does a lot of damage to commercial fisheries. The long sheltered bay off the Jordan River of Nova Scotia is the feeding and spawning ground of many herring, and here their relentless enemies, the schools of tuna, follow them and stay with them during the season. They keep well out in the Bay, where their black, cutlass-like fins cleave the surface, and the commercial tuna nets (and some herring-baited trolling lines) catch them. Five hundred pound fish are common here.

Tunny, tuna, bluefin, or whatever you call them, are grand fish, with the strength of a horse and the speed of a deer. They are among the few fisheries in the world today offering scope for much further expansion than their present exploitation. For this reason fisherman and naturalist share a common interest in sorting out the classification of the tunas, their breeding stocks and migration limits. To know how deep are the differences between Pacific and Atlantic bluefins, between those of the West Atlantic and of the East, is thus an important matter.

## Alabama Oyster Season Closes

The Alabama oyster season closed May 16, and records showed that 98,486 barrels of the bivalves were produced this year. John Rockwell, chief of the State Department of Conservation's Seafood Division, estimated another 40,000 to 50,000 barrels would have been harvested if all the reefs had been kept open.

The State Health Dept. closed a large portion of the reefs in Mobile Bay to oyster tonging March 22. The Alabama oyster season usually closes early in May, but was extended this year because cool weather delayed the spawning of the bivalves.

### Minimum Prices for Shrimp

The minimum ex-vessel prices for the various sizes of heads-on shrimp at the dock, acceptable by members of the Mobile Bay Seafood Union, were as follows on May 19: white shrimp—1-17, \$68.25 per barrel; 18-27, \$55.13; 28-40, \$42.00; and 41-50, \$33.60. Prices for brown or pink shrimp were: 1-15, \$68.25 per barrel; 16-25, \$55.13; 26-40, \$42.00; and 41-50, \$33.60. Prices include \$5.00 a barrel freight charges for transporting shrimp from the fishing grounds to the dock.

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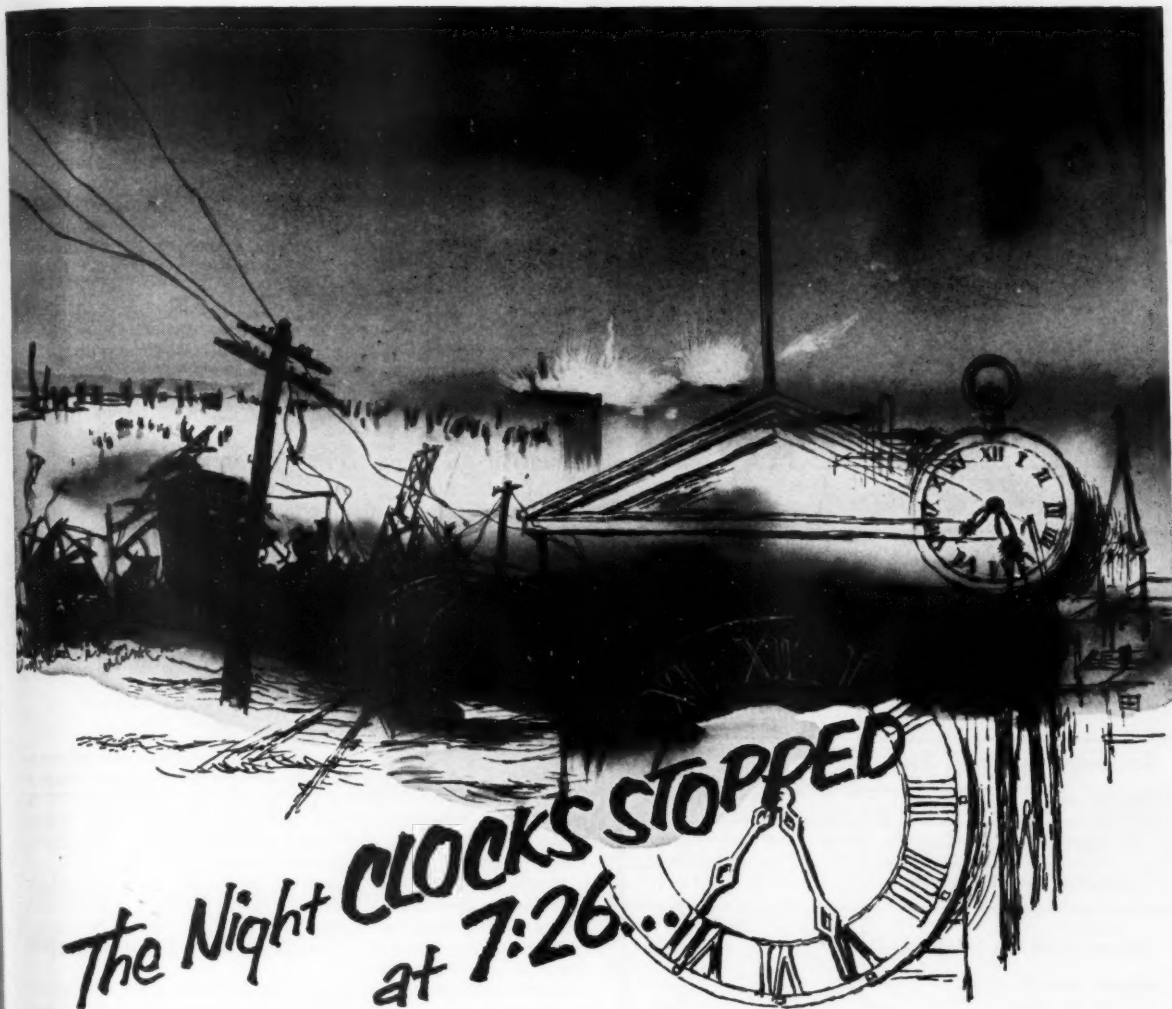
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Some 9,500 people were in South Amboy, N. J., that drizzly evening in 1950. At the waterfront, longshoremen were transferring the last of 12 freight cars of ammunition to lighters that would carry it to a waiting vessel in Raritan Bay.

But the City Hall clock never got to 7:27—and the freighter's deadly cargo never got loaded. Explosions shattered windows over a

radius of 12 miles; and hundreds of people looked at their arms and legs and saw that flying daggers of glass had stabbed them.

At dawn, 312 of the injured had been counted.

★ ★ ★

Such disasters have happened many times before in America. They could happen again. And if they do—and when they do—there must be blood plasma on hand to take care

of the injured. For blood saves lives!

But blood cannot be mined or manufactured. It must come from the veins of healthy men and women. Men and women who feel concern for a suffering neighbor. So give blood—now!

Whether your blood goes for Civil Defense needs, to a combat area, or to a local hospital—this priceless, painless gift will some day save an American life!



**Give  
Blood  
Now**

**CALL YOUR  
RED CROSS TODAY!**

*National Blood Program*

### Business Executives!

#### ✓ Check These Questions!

If you can answer "yes" to most of them, you—and your company—are doing a needed job for the National Blood Program.

☐ Have you given your employees time off to make blood donations?

☐ Do you have a Blood Donor Honor Roll in your company?

☐ Have you set up a list of volunteers so that efficient plans can be made for scheduling donors?

☐ Have you arranged to have a Bloodmobile make regular visits?

☐ Has your management endorsed the local Blood Donor Program?

☐ Have you informed employees of your company's plan of co-operation?

☐ Was this information given through Plant Bulletin or House Magazine?

☐ Has your company given any recognition to donors?

☐ Have you conducted a Donor Pledge Campaign in your company?

Remember, as long as a single pint of blood may mean the difference between life and death for any American . . . the need for blood is *urgent!*

# HOW DOES YOUR ENGINE STACK-UP AGAINST A CAT\* DIESEL?

Make this simple comparison of your present engine against a Caterpillar\* Diesel Marine Engine. Answer "yes" or "no" to these questions:

Question	Your Engine	Cat Engine
Has engine been rated with all essential equipment in place?		Yes (all basic parts are in place)
Will you get trouble-free operation after 40-50,000 hours of service?		Yes (50-70,000 hours is average life)
Can cheap, non-premium Diesel fuels be used?		Yes (No. 2 burner oil)
Is lube oil filtered to keep impurities from vital parts?		Yes (not once, but twice)
Can the engine idle indefinitely without fouling?		Yes (Precision-built injectors see to that)
Is resale value high?		Yes (Compare prices of used engines)
Does the engine have service backing?		Yes (H. O. Penn Machinery Co. facilities and parts stocks are ready for instant service)

If any one of your answers is "no", it'll pay you to look at a Cat Diesel for your fishing or work boat. H. O. Penn Machinery Marine power specialists will be glad to show you how a Cat can save you money. Call on us . . . today.

\*Both Cat and Caterpillar are registered trademarks—®

## H. O. Penn Machinery Co.

140th Street & East River, New York, N. Y.  
496 Jericho Turnpike, Mineola, L. I.  
Dutchess Turnpike, Poughkeepsie, N. Y.  
136 Day St., Newington, Conn.

## New Jersey Allocates Funds For Dredging Hereford Inlet

The State has approved diversion of \$20,000 to North Wildwood for the dredging of Hereford Inlet, Sen. Anthony J. Cafiero announced recently. Senator Cafiero is now seeking to have bids on the project waived in order for work to begin as soon as possible. It has been pointed out that a delay in the start of the dredging would mean an economic loss to the many party boats and fishing craft using the channel.

A completed survey of the channel shows that 40,000 cubic yards of silt must be removed, and that the waterway is in need of widening, in addition to deepening. Because of the constant dredging attention the inlet needs, the City Council has been requested by some groups to buy a dredge.

## Bluefish on Move from Carolinas

Capt. David Hart, representative on the New Jersey Fish and Game Council and commercial fisherman from Cape May, disclosed early in May that bluefish were moving up the coast toward the Long Beach area. Capt. Hart said that blues were located off the coast of the Carolinas, and added that they were being taken in small numbers by draggers working off New Jersey's coastline at Cape May. The blues were found among porgies, which were described as being "very large". The bluefish averaged between two and four pounds.

## New Port Security Regulations

The U. S. Coast Guard will require masters, persons-in-charge, and crew members of certain types of vessels plying navigable waters of the United States to have U. S. Coast Guard Port Security Cards after July 1, 1953, it was announced recently by Rear Admiral Louis B. Olson, Commander of the Third Coast Guard District.

While not currently required by regulations, operators and crew members of commercial fishing vessels and party fishing boats are eligible for Port Security Cards, and it is recommended that they make application for these as soon as possible.

Persons holding the following satisfactory credentials need not apply: U. S. Coast Guard Port Security Card (CG-2514), those issued since January 1, 1951; Merchant Mariner's Documents evidencing security clearance; Armed Forces identification card; identification credentials issued by Federal law enforcement and intelligence agencies, when acting in their official capacities; identification credentials issued to public safety officials, when acting in their official capacities.

At the present time, applications for Port Security Cards may be obtained and filed at the following Coast Guard units: Port Security Card Issuing Unit, Pier 9, East River, New York City; Port Security Card Issuing Unit, Lower Rotunda, U. S. Customs House, Second and Chestnut Sts., Philadelphia; Sandy Hook Lifeboat Station, Ft. Hancock, N. J.; Ocean City Lifeboat Station, Ocean City, N. J.; Hereford Inlet Lifeboat Station, Wildwood, N. J.; Lewes Lifeboat Station, Lewes, Del.

## Landings Show Slight Drop in First Quarter

Total landings of all species of fish and shellfish during the three-month period ending with March amounted to 9,645,900 lbs., compared with 10,078,100 lbs. during the first three months of 1952.

Production of fish and shellfish at New Jersey ports during March, 1953, totaled 3,700,900 lbs. Oyster meats (626,250 lbs.) led all others during the month, followed by scup or porgy (609,200 lbs.) and fluke (528,650 lbs.). These three items accounted for 48 percent of the total New Jersey production during the month of March.

Cape May County again led all other counties in production during March, followed by Ocean County and Cumberland County.

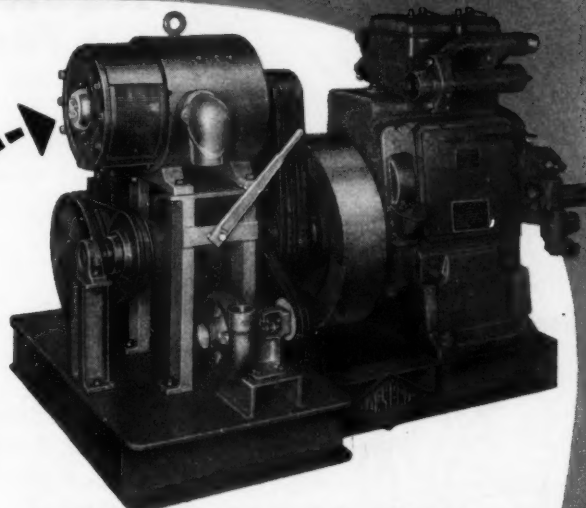
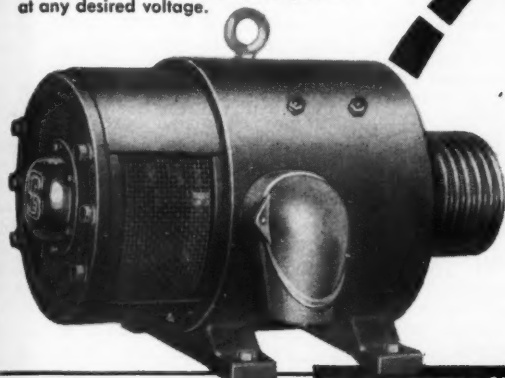
# "SAFETY" MARINE GENERATORS...

## A Standard with "DESECO" AUXILIARY UNITS!...

The "Deseco" Unit illustrated, engineered by the Diesel Engine Sales and Engineering Company of Boston, includes a "Safety" Marine Compound Generator.

The "Safety" generator shown is type C 10 kw, 125 volt, 1800 rpm, catalog no. 319724.

"Safety" Marine Generators are available in capacities ranging from 2kw to 30kw, both variable and constant speeds, and provide a constant dependable source of power at any desired voltage.



Consult the Marine Catalog and Buyers Directory or contact our Marine Division for information concerning "Safety" Marine Products or district agents.

MARINE DIVISION P.O. BOX 904

THE **SAFETY** CAR HEATING AND LIGHTING **COMPANY** INC.

NEW HAVEN, CONNECTICUT

"SAFETY" MARINE PRODUCTS INCLUDE: Variable and Constant Speed Generators • Generator Regulators • Load Regulators • Reverse Current Relays • Motor Generators • Motor Alternators.

### Biloxi, Mississippi Shrimp Fleet Gets Annual Blessing

The ninth annual blessing of the shrimp fleet was held May 10 at Biloxi, with 300 colorfully-decorated trawlers participating. The craft were blessed under the auspices of St. Michael's Church, as the climax of a two-day shrimp festival. The trawler *Jane E.*, owned by the Cruso Canning Co. and skippered by Capt. Tony Barhanovich, won first prize in the best-decorated boats contest.

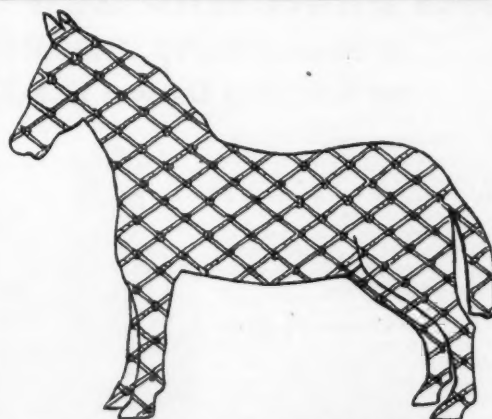
The participating boats assembled at Kuljis' Oil Wharf, headed by the Keesler crash boats. They made their way slowly up the channel to the fourth beacon, passing Lt. General Robert W. Harper, commanding general of the Air Training Command and his committee of judges. At the beacon the boats turned and headed back to the community pier, passing the judges for the second time. Each of the boats was blessed at the pier in the old world's traditional manner.

Other features of the shrimp festival included a free shrimp boil and coronation ball. Miss Olivia Mavar, representing Mavar Packing Co., Biloxi, was chosen queen.

### March Landings Show Gain

Landings of fishery products at Mississippi ports during March totaled 1,575,900 lbs., which was an increase of 6 percent compared with production during the corresponding month of 1952. Receipts of oyster meats were 1,141,075 lbs. and accounted for 72 percent of the total landings. The shrimp catch of 362,900 lbs. was 15,850 lbs. more than in March, 1952.

Landings of all species of fish and shellfish at Mississippi ports for the three-month period ending with March amounted to 4,404,800 lbs., compared with 6,165,750 lbs. brought in during the first three months of 1952.



### A Real "Workhorse" that NEVER tires — STARR NETTING

Day after day, catch after catch, you can count on rugged, dependable STARR Netting to measure up to your every netting expectation. Veteran fishermen actually demand STARR Netting because they know the long service and fish-catching, fish-holding performance they always enjoy from the quality netting bearing the name STARR.

**STARR NETTING - STAR PERFORMANCE**  
for over 50 years

Write for prices on cotton, linen and nylon netting. (Made from Bonded Nylock Twine)

**A. M. STARR NET CO.**  
EAST HAMPTON CONN.

# Here's Why You Need the AQUA-CLEAR Feeder



**Throw Your  
Heat Exchanger  
Troubles Overboard**



The badly rusted and corroded pipe at the left was taken from an unprotected line. The right-hand section shows how the AQUA-CLEAR Feeder keeps your entire cooling system clean as new, free from rust or salting down.

Now you can greatly lengthen the life of your engine, and cut operating costs. AQUA-CLEAR Feeders have proved so efficient on fishboats that many new boats are being equipped with them and old boats are doing away with closed cooling. The AQUA-CLEAR Feeder saves hundreds of dollars on repairs, break-downs, lay-ups, and lost time.

**Does Away with Cumbersome  
Heat Exchangers, Keel Coolers,  
Expansion Tanks, Extra Pumps, etc.**

Don't put a lot of money into complicated fresh water cooling systems—save all this expense and the extra space a closed cooling system requires. No extra holes through the hull, no complicated piping, no need to haul the boat. Makes old engines last longer, keeps new ones from ever rusting. Sizes for all engines from outboard to heaviest dragger or tuna boat, even freighters and liners.

## Cool Direct with Raw Sea Water without RUST, CORROSION, or Salting Down the Engine!

Every fisherman knows what salt water does to metal—and it ruins marine engines in short order. The AQUA-CLEAR Feeder treats all the water that goes through the cooling system so it is completely non-corrosive. Prevents salting down the engine, even under abnormal temperatures.

Easy to attach between seacock and water pump. Saves hundreds of dollars in original cost and installation—better yet, requires no maintenance. Yet with all its advantages, the AQUA-CLEAR Feeder costs less than \$75 for most engines.

**FREE** folder tells how to lengthen the life of your engine, eliminate lay-ups, save repair expense. Write for it today.

**You Take No Risk!**

Use the AQUA-CLEAR Feeder on your own boat—see for yourself what it will do. We want you to be completely satisfied. Money-Back Guarantee.

**Sudbury Laboratory** Box 917,  
South Sudbury, Mass.  
Dealers: Write for Special Offer.

# AQUA-CLEAR Feeders



**Over 15,000  
Now in Use!**

**Sold and Installed  
by Leading Boatyards**

**For Processing Plants**

AQUA-CLEAR Feeders also solve even the toughest problems of salt water corrosion and rust in pipes, tanks, refrigeration lines, etc. The treated water is safe in foods and for drinking. Write for details.

## Provincetown Gets First Trap Tuna

The first trap tuna of the season, a fish which weighed more than 450 lbs., was landed May 25 at Sea Food Packers, Inc., Town Wharf, by the trap boat *Eleanor*, Capt. Manuel Motta. This was the only tuna fish in any of the traps.

Approximately 60 barrels of whiting were landed at Monument Dock May 4, in what was the first appearance in large numbers of this type of fish this season. The traps also yielded around 30 barrels of herring.

Six hundred pounds of halibut were brought in at Monument Dock May 12 by the Provincetown fishing vessel *Liberty C.*, Capt. John Costa. The boat landed about 900 lbs. of the same type of fish the previous day.

## Fishing Fleet to Be Blessed

The sixth annual blessing of the Provincetown fishing fleet is scheduled for June 28, according to Arthur B. Silva, general chairman. Silva expects more than 100 boats to be blessed this year, including some 50 or more local craft and as many more visitors. Boats from Plymouth and New Bedford have been invited to participate.

## Bourne Shellfish Projects

Several shellfish projects presently are being carried out in waters of the town of Bourne. In Buttermilk Bay, from Field's Point running in a northerly direction to Wallace's Point, 500 bushels of quahog seed have been planted. This project is completed and the area is closed and posted to the taking of shellfish until further notice.

At Little Bay, Monument Beach, the shellfish department is transferring quahog seed from Emmon's Cove to Little Bay. Seed quahogs were found to be so thick in this area that they were not attaining their proper growth. By moving the shellfish, they will have a larger area in which to grow and spawn.

From Barlow's Landing, Pocasset, running in a southerly direction to Patuisset Point, the area is closed to the taking of shellfish until further notice.

Seed quahogs are being obtained from Somerset, and are being delivered to Bourne by the State Division of Marine Fisheries.

## Scallops Making Comeback

Shellfish constable Benjamin Dexter has submitted his report for 1952, which reveals that commercial shellfish taken out of Marion included: quahogs, 1,900 bushels; clams, 4 bushels; scallops by boats out of Marion, 1,630 bushels; scallops by boats out of Mattapoisett, 1,300.

Shellfish taken by residents and non-residents were as follows: quahogs, 1,095 bushels; clams, 20 bushels;

oysters, 285 bushels; scallops, 650 bushels.

In the shellfish propagation program there were 115 bushels of mixed quahogs planted; 19 bushels seed quahogs planted; and 6 bushels of quahog seed transferred from Meadow Island. There were 100 bushels of oysters planted, seed transferred to beds and 100 bushels of scallop seed planted.

In the Winter of 1952, two boats were active in starfish eradication, and 1,250 bushels were taken. That Fall an additional 1,540 bushels were brought in. Scallop fishermen agree that were it not for the starfish eradication program, the catch of scallops in the Fall would have been practically nothing.

Scallops are making a strong comeback. The storm of November 14 drove about 500 bushels of scallops ashore in Wing's Cove. During the next week following the storm an additional 500 bushels were taken in shallow water nearby.

## Connecticut Draggers Change Hands

Two Stonington draggers changed hands recently. Capt. Joseph Maderia, owner and master of the *Connie M.*, has bought John B. Bindloss' *Little Chief*. Capt. Joseph M. Soares, former master of Alfred Rebello's *Averio*, has acquired Capt. Joseph Neno's 45-footer, the *Lisboa*.

Capt. Soares will run his boat out of Longo's Dock, while Capt. Ben Maderia, brother of the owner, will run the *Little Chief* out of Bindloss Dock. Luke Cahoon, formerly master of the *Lisboa*, has joined the crew of the *Little Chief*.

## Striped Bass Closed Season

A bill calling for a closed season on striped bass from December 1 to March 1 was given final passage by the Connecticut Legislature May 26 and sent to the Governor for signature.

## Catching Large Sea Bass

Capt. Earle Wadsworth of Waterford returned with good catches aboard his party boat *Sunbeam II* the latter part of May. Capt. Wadsworth reports that sea bass are exceptionally heavy this year. He's been getting the jumbo bass of 2 and 3 lbs., and also has been catching flounders up to 6 lbs.

Ray Burnap of Niantic reports that good-sized porgies were being taken the end of the month, some well over a pound. Mackerel were showing but not abundantly, wind and tide being factors. Some whiting and ling were taken.

Blacks were running fairly well, and there were some flats. Things were dull in the striper division, with a few catches in the Niantic River.

## Gets in close -gets more salmon...

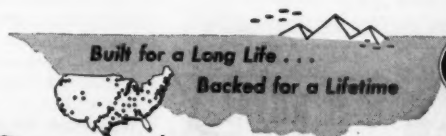
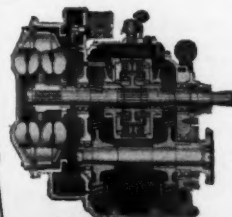
Captain Norman Sigmund, skipper of the "Sea Pride II" out of Vancouver, B. C., after repowering his boat with a Caterpillar D337 Marine Engine and a Twin Disc Model MGHV 220 Hydraulic Coupling Marine Gear, reports: "My Twin Disc Gear has operated approximately 3,000 hours and, although I have ruined two propellers due to hitting logs or dead heads, there has not been any damage to either the gears or propeller shaft."



"My salmon catch has been increased because my boat is much easier to maneuver at all times and I do not have to worry about going in really close to shore to fish as I know that even if we hit bottom it will not cause any real damage."

Fishermen in all ports are turning to Twin Disc Marine Gears to gain added years of useful, trouble-free service. Why not investigate their advantage to you? Contact your nearest Authorized Twin Disc Dealer, or write the Twin Disc Clutch Company, Racine, Wis.

Twin Disc Hydraulic Coupling Marine Reverse and Reduction Gear, in hp ranges 80 to 350, with or without exclusive HYDROTROLL feature which allows up to 2 times normal reduction for trolling without fouling engines and sapping batteries.



TWIN DISC CLUTCH COMPANY, Racine, Wisconsin • HYDRAULIC DIVISION, Rockford, Illinois

BRANCHES: CLEVELAND • DALLAS • DETROIT • LOS ANGELES • NEWARK • NEW ORLEANS • SEATTLE • TORONTO

# NEW: Prime Quality!

## •built to fishermen's specifications

Rubber clothing designed with all the features that commercial fishermen, who constantly wear-test our garments, tell us are desirable and useful. Vulcanized watertight seams, roomy cut for maximum comfort; specially developed compounds provide greater resistance to sun, water and abrasion. In 3 colors: Black, Yellow, Olive Drab.

### U.S. SQUAM HAT

- reinforced water-shed brim

### U.S. MARINER SUIT

- Strong fabric, neoprene coating outside; inside, overalls have elastic insert suspenders, reinforcing knee patches, cut-off bands for shortening leg length if desired. S-M-L.
- Collar cut for maximum comfort.
- Extra sleeve facing for longer wear.
- Sleeve "cut-off" prevents curling, raveling.
- Jacket has fly front.
- Eyelet drainage on side pocket.
- Rust-resistant hardware throughout both garments.

### TRAWLER BOOTS

- black thigh
- felt lined
- "Fin-Guard" vamp



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UNITED STATES RUBBER COMPANY

Rockefeller Center • New York



A view of the Caterpillar Diesel service department in the new marine branch of Perkins-Milton Co., Inc. at Fairhaven, Mass.

## Perkins-Milton Opens Fairhaven Branch

A new marine branch has been opened at 4 Water Street, Fairhaven, Mass., by Perkins-Milton Co., Inc. of Boston. Devoted entirely to serving the marine trade, the branch provides specialized marine maintenance, parts and service facilities for Caterpillar Diesel marine engines.

An inventory of various horsepower Caterpillar marine engines will be available at all times, and a complete stock of Caterpillar parts and accessories will be carried.

Sid Rideout is manager of the Perkins-Milton marine department; and at Fairhaven, Charles Rocray is in charge of service, while Donald Sullivan handles parts.

An open-house program recently was held at the new branch for fishing boat owners and engineers, at which officials of Snow-Nabstedt Gear Corp. and Twin Disc Clutch Co., and Caterpillar factory service personnel discussed service topics.

The Perkins-Milton Fairhaven branch occupies up-to-date quarters, and is conveniently located on the waterfront. It has a revolving boom-type crane for handling of engines and heavy assemblies, and the latest type equipment for engine testing, overhauling and rebuilding.



Sid Rideout, manager of the Perkins-Milton marine department.

## Improving Menhaden Fishing

(Continued from page 13)

since depth recorders can function efficiently on schools as close to the boat as they would have to be to be seen on a TV set. Despite this, however, television offers highly interesting possibilities of indirect assistance to the fishing industry, by providing a powerful new instrument to scientists.

A list of the ways in which television could be used in fishery research would be a very long one. The action of the nets can be studied with this device, showing the position of the gear in the water, how the lines behave and the shape of the meshes under fishing conditions.

The action of fish also can be observed, both their behavior in nets and their normal action in the sea. Spawning and other activities, which are difficult to study otherwise, can be directly observed. Positive identification of fish seen by depth recorders or heard on listening devices will be possible. The nature of the sea bottom can be determined and this may result in saving fishing gear by detecting obstructions.

(Continued on opposite page)

## Experiments with Pacific-Type Seine

High production costs which were stated to be a serious handicap to the menhaden fishery are caused, in part, by relatively inefficient methods of fishing. Menhaden purse seine vessels usually employ 22 men, and manpower is the most expensive item connected with the fishing procedure.

It happens that the groundwork has been laid in connection with the development of more efficient fishing methods. This work, involving the adaptation of the Pacific Coast purse seine to menhaden fishing, was done by the Fish and Wildlife Service ten years ago under the supervision of Carl Carlson. Circumstances prevented this experiment from being carried to a final conclusion, so that a convincing demonstration of the effectiveness of this seine could not be made. Despite this failure to show conclusively the advantages of the newer method of fishing, so much progress was made that it seemed highly probable that success could be achieved.

The 1943 experiments were conducted with the vessel *Jeff Davis*, a 65' shrimp trawler of 65 gross tons weight. She was constructed with a hold larger than normal for shrimp trawling, and was modified in other minor ways to adapt her to purse seine fishing.

The fact that the bottom line of the menhaden seine nearly always rests on the bottom, whereas the salmon and sardine seines of the Pacific seldom do, necessitated adjustments in pursing techniques. It was believed that the use of single line bridles on the purse rings such as are universally used on menhaden seines, instead of the usual West Coast double bridles, and similar minor adaptations, would have facilitated smooth and rapid pursing.

A major problem encountered was the loss of fish over the cork line of the seine. This was greater when menhaden were caught than in the sardine fishery, since menhaden seek to escape by swimming horizontally against the net instead of sounding and attempting to escape under the lead line, as do sardines. This problem, too, was on its way to being solved by the use of cork line pursing.

The small shrimp boat type hatch greatly handicapped the experiments on the *Jeff Davis* with the hand shoveling and conveyor method then in use by causing dockside crews to object to unloading the boat. The *Jeff Davis* landed 900,000 menhaden, but it was not possible to prove, in the time available, that this new gear could match the production of conventional menhaden fishing methods. Carlson believes, however, that a 70-75' vessel with large hold capacity (about 250,000 fish) could produce menhaden in competition with conventional boats and with a crew of only 10 men.

## Electrical Fishing

The possibility of using electricity to fish commercially has been an intriguing hope for years, since the first "shockers" were used in fresh water to attract and kill fish in ponds and streams. This idea has taken a particularly firm grip on the fishing industry in the years since World War II.

What is the status of electrical fishing now? What expectation can be held for the possibility of catching menhaden with electricity in the near future—or ever? The answer seems to be that, while electricity may be used to catch menhaden, that day is probably far away. Radically new types of gear, boats, and loading machinery must be developed if this idea is to become a reality.

The latest information available from Germany indicates that small fish like menhaden can be forced to swim to the electrode from a distance of about 10 meters, or approximately 33', with a generator developing about 300 kw. This requires about a 450-500 hp. motor. Thus, if a boat could get in the midst of a school of menhaden, it might force fish within this distance to swim toward the boat and be pumped aboard.

It is possible to extend the effective radius of the electricity, but the increased power required is as a fourth power of the effective radius. Thus by doubling the size of the motor, to produce about 1000 hp., the radius within which menhaden would be attracted to the electrode would increase to only about 39'.

# Chris-Craft

## WORLD'S BEST BUYS IN MARINE ENGINES

for fishing boats, work boats  
—for any commercial use!

Model B, 60 h.p.

Model K, 95 h.p.

Model M, 120 h.p.

Model W, 160 h.p.

Horsepower for horsepower, you can't buy a better marine engine for smooth, dependable operation and more years of hard service at low upkeep cost than a compact, power-packed Chris-Craft! Read what this user says:



Victor C. Lytle

"Six 18-ft. planked hulls used in our boat rental business are equipped with Model B Chris-Craft Marine Engines," states Victor C. Lytle, owner of *Avalon Motor Boat Livery*, Santa Catalina Island, Calif. "These engines have been taxed to the utmost, operating through six seasons of the kind of maneuvering required to land fighting marlin and swordfish. The engines now have a total of over 14,000 hours' working time with absolutely no trouble and no signs of wear! You just can't beat that kind of performance!"

Chris-Craft Marine Engines are available in 60, 95, 105, 120, 130, 131, 145, 158 and 160 h.p. with reduction drives and opposite rotation for most models. See your Chris-Craft Dealer or mail coupon for FREE catalog today! Buy NOW!

CHRIS-CRAFT CORP., MARINE ENGINE DIV., ALGONAC, MICH.  
WORLD'S LARGEST BUILDERS OF MOTOR BOATS

CHRIS-CRAFT CORP., Algonac, Mich.

Send FREE Chris-Craft Marine Engine Catalog to:

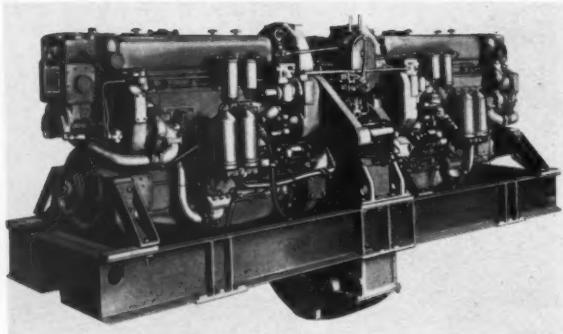
**FREE!**

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# Equipment and Supply Trade News



New Detroit Diesel "6-110" 409 continuous hp. Tandem-Twin engine unit.

## Detroit Diesel Announces Tandem "6-110"

A new heavy duty marine Diesel engine is announced by the Detroit Diesel Engine Division of General Motors. It is a multiple engine unit with two of the Division's model "6-110" engines tandem-mounted on a single base to drive a single propeller shaft.

Like other Detroit Diesel power plants, the new engine is a comparatively compact and light-weight unit. It has a continuous work boat rating of 409 shaft horsepower at 1600 rpm., and an intermittent rating of 530 hp. at 1800 rpm.

The tandem arrangement of the engine, with all servicing points easily accessible, provides a unit that is easy to work on even in an engine room of minimum size. Its width is 48½ inches with bulkhead mounted air cleaners and 61½ with engine mounted air cleaners. It measures 145 inches in length and weighs 11,000 pounds or 20 pounds per horsepower based on its maximum rating. Its height is 68½ inches.

Greater maneuverability is assured by quick engine response to a single lever which controls both gear and throttle. The gear box is unusually rugged in construction and is equipped with straight and tapered roller bearings throughout. This increases load and thrust capacity and permits self-centering of the pinion gear. Reduction gears are of the double helical type with exceptionally wide faces which contribute to quiet operation and longer life.

The engine is available with either port or starboard engine rotation, has General Motors hydraulic reversing, reduction gears up to 6 to 1 and push button electric starting. With single screw propulsion one engine operating alone will move a boat at 80% of its normal speed.

## New Kearfott Spring-Operated Marine Window

Kearfott Co., Inc., 117 Liberty St., New York 6, N. Y., has introduced a new window design, the Type K 322-B, which is believed to be the marine industry's only constant balance, non-corrosive spring-operated shipboard window. Because of its simplicity and compactness, the constant balance assembly can be incorporated into metal or wood-framed windows of sizes and types ideal for many classes of boats. These include ocean-going vessels, as well as smaller workboats, fishing boats and other craft which previously have not been able to use windows made by Kearfott.

In the new Kearfott Type K 322-B window, a special stainless steel constant tension spring exerts a uniform pull that assures even balance of the window sash regardless of whether it is being moved up or down or allowed to remain partly or completely open or closed. The window will lock in intermediate and closed positions, and

operates with minimum effort. There are no cumbersome or corrosion-risky helical drums, cables, tapes or weights to take up space or get out of order, and lubrication is not required.

## Pettit Rubber Sealer in New Container

Pettit Paint Co. of Belleville, N. J. and San Leandro, Calif., is now offering its new "101 Rubber Sealer" in a handy squeeze bottle. The product is an ideal sealer for seams, cracks and joints, and the new container makes it easy to fill all openings flush in a matter of seconds. These openings are ready for recoating with paint in 24 hours. "101 Rubber Sealer" withstands freezing, but is not recommended as a general undercoater for paint.

## Rope-Controlled P&H Zip-Lift Hoist

A new model Zip-Lift electric hoist with rope control has been announced by the Harnischfeger Corp., 4400 W. National Ave., Milwaukee 46, Wis., which is offering Bulletin H-29 on the new product. The hoist is actually a standard Zip-Lift designed to be operated with P&H's unique "One-Hand" rope control.

P&H stresses the fact that the new Zip-Lift is guaranteed to operate continuously during intermittent usage for a period 25% longer than the rated time limit. The new hoist also is designed with a weight-overload safety factor of five times the rated capacity.

As in all P&H hoists, wire rope hoisting is used because of its wider range of side pull and greater safety from hidden wear. Other regular P&H features are included, such as double brakes, oil bath lubrication, fully-enclosed construction, and grease-packed motor bearings.

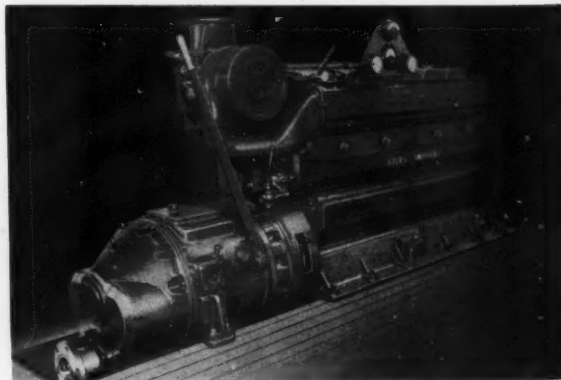
The new Zip-Lift comes in two models with lifting capacities of 500 and 1000 lbs. Hoisting rates are 25 and 13 feet per minute, and both models are available with 12 and 18 ft. lift.

## National Supply Introduces New Diesel

The new Model 35 Atlas Imperial marine Diesel recently announced by The National Supply Company Engine Division, Springfield, Ohio, is a fully enclosed unit with pressure lubrication throughout.

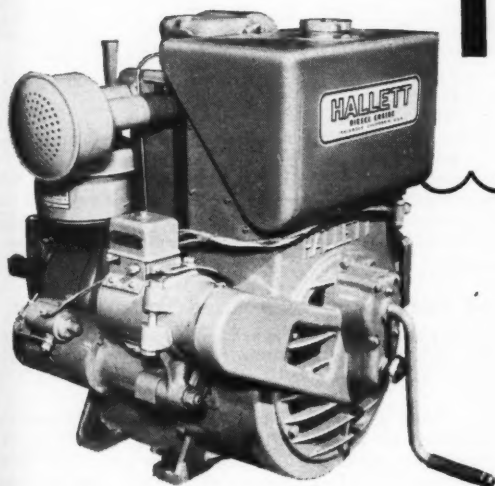
The 4-cylinder, 6½ x 8¼ in., naturally-aspirated type develops 95 hp. at 900 rpm. The 6-cylinder, 6½ x 8¼ in. unit is rated 190 hp. naturally-aspirated, and 290 hp. supercharged, both operating at 1200 rpm.

The camshaft assembly on these engines is readily accessible through a removable panel on the control side, while the crankshaft is bedded in the strong rigid base to give maximum service availability.



The new National Supply Model 35 Atlas marine Diesel.

# rugged



All Hallett Diesels are built to last and last. Camshafts are heat treated Meehanite—Crankshafts and connecting rod of forged molybdenum steel—Cylinder and head cast in one piece from special molybdenum iron—Silichrome steel valves—Bronze valve guides—Heat treated Meehanite Camshaft gear.

Rugged, heavy-duty 4-cycle design makes the 5 H P Hallett Model AC-1 the choice of fishermen everywhere. Other models to 18 HP.

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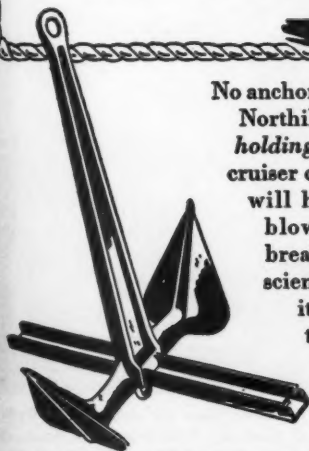


## HALLETT MANUFACTURING COMPANY

*World's Finest Low Horsepower Diesel Engines*

1601 WEST FLORENCE AVENUE • INGLEWOOD, CALIFORNIA

## SECURE YOUR BOAT with a POWERFUL, LIGHTWEIGHT ANCHOR!



No anchor beats a lightweight Northill when it comes to holding power! Fisherman, cruiser or yacht—a Northill will hold it fast in any blow. Also, a Northill breaks out easily, for its scientific design prevents it from burying itself too deep. Light, easy to handle and stow.

3 to 105 lbs. for boats to 80 ft.

## NORTHILL ANCHORS

Northill Company, Inc., Los Angeles 45, Calif.

Subsidiary of THE GARRETT CORPORATION

## The CRUISE MASTER

*An Ideal Compass for smaller boats*

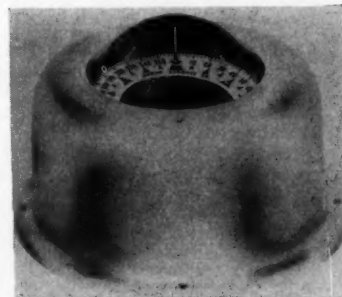
4" Spherical

Indirect Lighting

Built-in  
Compensator

Chrome Plated  
Base

Price \$39.00



For Larger Boats Get Our  
**6-inch FLOAT TYPE COMPASS**

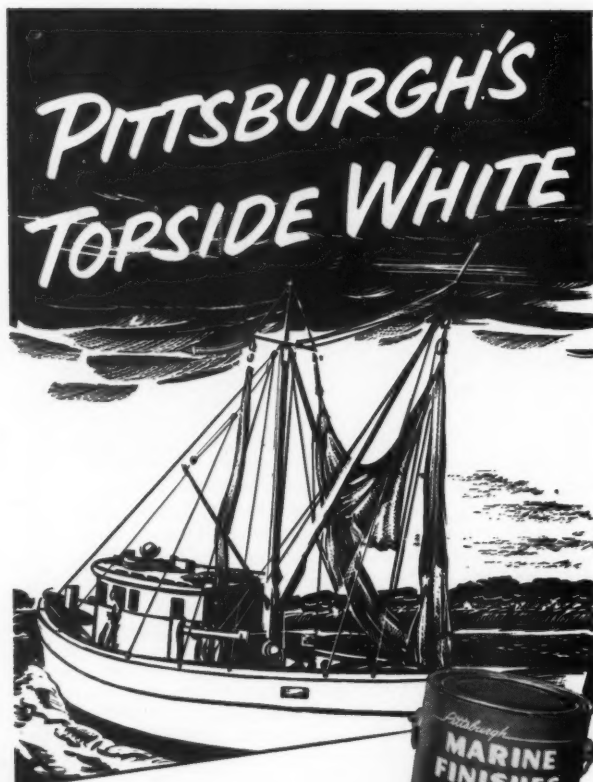
Quality Instruments You Can Depend On  
Compasses - Course Protractors - Binnacles - Peloruses



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**MARINE COMPASS  
COMPANY**

Pembroke, Massachusetts



# PITTSBURGH'S TOPSIDE WHITE

## Really Fume-Resistant! Keeps Hulls and Superstructures Looking Whiter Longer

THERE's good reason why so many builders and operators prefer Pittsburgh's Marine Topside White for hulls and superstructures. It's really fume-resistant!

● Neither fumes from fuel, foul water, dock and harbor sewage nor sulphurous industrial vapors will discolor it. Topside White will not chalk excessively, or crack and mar easily. It can be scrubbed repeatedly, without appreciable signs of wear. You can't get better protection against the ravages of sun, wind, rain, ice and salt spray.

● Pittsburgh provides special finishes for every marine need. Write for free booklet that often can save you time and money in upkeep.

### IMPORTANT NOTICE TO SHIP CHANDLERS

● Although Pittsburgh Marine service covers most important ports, we have a few opportunities for ship chandlers. If interested, write, wire or phone the factory nearest you.

PITTSBURGH PLATE GLASS CO., Industrial Paint Div., Pittsburgh, Pa. Factories: Milwaukee, Wis.; Newark, N. J.; Springdale, Pa.; Atlanta, Ga.; Houston, Texas; Los Angeles, Calif.; Portland, Ore. Ditzler Color Div., Detroit, Michigan. The Thresher Paint & Varnish Co., Dayton, Ohio. Forbes Finishes Division, Cleveland, Ohio. M. B. Suydam Div., Pittsburgh, Pa.



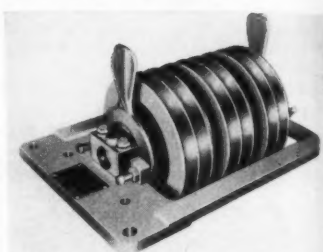
## PITTSBURGH PAINTS

Paints · Glass · Chemicals · Brushes · Plastics · Fiber Glass

PITTSBURGH PLATE GLASS COMPANY

## Albina Has Improved Power Take-Off

An improved manually-operated power take-off is being manufactured by Albina Engine & Machine Works, Portland, Oregon. The new Albina take-off incorporates die cast operating lever with integral stainless steel wearing strip, stainless steel shaft and permanently sealed and lubricated SKF bearings. These units follow models that have been in active service for over 15 years. They come in single and double sheave design. Anchor windlasses and capstans also are manufactured by the company.



Albina manually-operated power take-off.

## Wood Gets Columbian Rope Sales Position

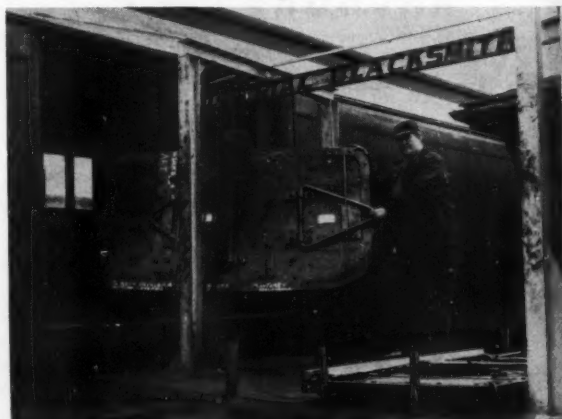
The appointment of Jack E. Wood to its New York branch sales force was announced recently by Columbian Rope Co. Mr. Wood will call on the marine trade primarily.

After being discharged in 1945 as a Second Lieutenant in the Army Air Corps, Mr. Wood joined Columbian Rope and worked on the development of new products. Before entering the Sales Department early last year, he was in the Products Engineering Department, working closely with the quality control of Columbian products.

## Penetrol Oil Stops Rust Action

Descriptive literature on Penetrol, a clear, air-drying, rust-preventing oil, is offered by its makers, The Flood Co., Hudson, Ohio. Penetrol long has been used in the steel, oil, shipping, transportation and other industries for its ability to prevent and inhibit damage caused by oxidation of iron and steel. It is a highly dispersible oil that penetrates quickly to the base metal on exposed or tightly closed surfaces, such as joints. Penetrol utilizes rust (iron oxide) to form a protective coating which offers an excellent foundation for paint.

The product has three major uses: it stops rust action on steel without the necessity of removing the rust; it is a reinforcing additive for practically all air-drying oil type maintenance paints, except lacquer, plastics, rubber or water base paints and coal tar materials; and it is a vehicle for aluminum paste or powder.



Trawl doors being loaded at Rockport, Mass. for shipment by Railway Express to Mission Fisheries of Monterey, California. The doors were fabricated by Industrial Blacksmith Shop of Gloucester, Mass., whose owner, Carl B. Friberg, is shown supervising the loading. They are made of selected lumber, the lower plank of oak and the upper boards of spruce. Founded in 1946, the Industrial Blacksmith Shop has built and repaired trawl doors for draggers at various North Atlantic ports.

# Fish Landings

## For Month of May

Hailing fares. Figure after name indicates number of trips.

### WOODS HOLE

Andrew & Agnes (3)	5,800	J. L. Stanley & Sons (1)	1,100
Bluefin (1)	1,700	Judy Sue (7)	29,200
Bozo (2)	1,400	Julia K. (2)	4,300
Cape Cod (1)	3,100	Little Lady (4)	8,100
Cap'n Bill (1)	74,700	Madeline (1)	7,000
Clara C. (5)	8,300	Mary-Al (2)	1,700
Dolly & David (2)	4,200	Min Flicka (1)	1,300
Eleanor K. (4)	8,400	Morning Star (4)	4,300
Etta K. (3)	14,800	Natator (1)	2,100
Eugene H. (2)	13,800	North Wind (1)	4,600
Evelyn N. (1)	57,300	Priscilla V. (3)	40,100
Five Sisters (1)	700	Question (4)	23,300
4-B-271 (1)	1,200	Reliance (3)	4,900
Genevieve D. (2)	300	Revenge (4)	5,400
Gertrude D. (1)	2,700	Roann (1)	28,500
Harvest (2)	10,200	Russell S. (1)	1,300
Helen Mae (5)	2,400	R. W. Griffin, Jr. (1)	39,700
Intrepid (6)	6,900	St. George (3)	4,200
Irene (5)	21,500	Sammy B. (1)	1,400
Jen-Walt (2)	36,000	Sea Buddy (1)	3,000
J. Henry Smith (2)	3,900	3 & 1 & 1 (1)	1,600
	4,700	Viking (3)	5,000

### Scallop Landings (Lbs.)

Brant (1)	10,125	J. L. Stanley (1)	3,035
Bright Star (1)	10,125	J. L. Stanley & Son (1)	1,130
Dagney (1)	1,036	Marie & Katherine (2)	7,782
Ethel C. (1)	10,125	Marmax (1)	10,125
Flamingo (1)	10,125	Palestine (1)	10,125
Francis J. Manta (1)	8,581	Sunapee (1)	5,917
Jen Wald (1)	402		

### NEW BEDFORD

Adventurer (5)	76,700	Kelbarsam (2)	27,300
Anastasia E. (1)	12,400	Lera G. (3)	57,100
Angenette (1)	4,700	Liberty (1)	17,600
Annie Louise (3)	16,300	Madeline (2)	16,100
Annie M. Jackson (3)	57,000	Magellan (2)	71,500
Arnold (4)	31,300	Maria-Julia (3)	56,800
Arthur L. (4)	80,200	Mary & Joan (3)	91,100
Austin W. (3)	83,400	Mary J. Hayes (1)	23,200
Barbara M. (4)	75,500	Mary M. (2)	22,600
Bernice (3)	17,200	Mary Tapper (4)	147,600
Bozo (2)	6,400	Mildred & Myra (2)	10,200
Capt. Deebold (2)	52,100	Minnie V. (3)	32,400
Carol & Dennis (1)	6,400	Molly & Jane (3)	49,500
Chas. E. Beckman (5)	54,000	Noreen (2)	121,900
Charlotte G. (1)	7,500	Pauline H. (3)	225,200
Christine & Dan (3)	59,500	Phyllis J. (3)	17,300
Connie F. (3)	92,900	Reliance (1)	1,700
C. R. & M. (1)	9,100	Roberta Ann (3)	60,300
Dauntless (3)	51,800	Rose Jarvis (1)	5,200
Drift (1)	3,500	Rosemarie V. (2)	35,200
Ebenezer (4)	19,800	Russell S. (1)	7,500
Eiva & Estelle (2)	26,200	R. W. Griffin, Jr. (2)	87,000
Eva L. Beal (4)	24,200	St. Ann (1)	31,200
Eugene & Rose (1)	36,400	Santa Cruz (2)	87,000
Felicia (1)	60,700	Sea Hawk (3)	59,500
Gertrude D. (1)	9,200	Serafina (2)	9,100
Gladys & Mary (3)	131,200	Shannon (3)	55,300
Growler (3)	82,400	Skilloglee (2)	39,500
Harmony (2)	51,700	Solveig J. (4)	149,700
Hope II (2)	42,300	Sonny & Joyce (5)	30,600
Huntington Sanford (1)	5,200	Sonya (3)	52,100
Invader (4)	150,400	Stanley B. Butler (2)	163,400
Ivanhoe (3)	58,200	Sunbeam (2)	40,900
Jacintha (3)	117,300	Susie O. Carver (5)	50,900
Janet Elise (2)	10,500	Teresa & Jean (3)	162,600
Jennie & Julia (1)	6,000	3 & 1 & 1 (1)	15,200
J. Henry Smith (2)	11,300	Three Bells (1)	4,400
Jimmy Boy (2)	28,600	Three Pals (3)	60,300
Joan & Tom (2)	21,100	Two Brothers (5)	46,100
Joan & Ursula (3)	114,500	Venture 1st (3)	139,700
John G. Murley (2)	80,400	Victor Johnson (3)	93,000
Junojacs (2)	50,100	Viking (3)	75,300
Katie D. (1)	28,500	Virginia (1)	6,200
		Whaler (3)	115,200
		Winifred M. (4)	27,400

## Submarine Signal FATHOMETER\* JR.

Recording  
Model 1373



**"BOOSTS  
MY PROFITS  
ALL YEAR ROUND"**

Says CAPT. MERTLAND LOUD  
New Harbor, Maine

"Summer or winter, I just can't fish without my Submarine Signal FATHOMETER Recorder. I use it for ground fish dragging during the summer months and have found it invaluable for locating the best bottom for setting lobster traps in the fall and winter. It's a year round investment in bigger hauls, more profit."

Capt. Mertland Loud

### Submarine Signal FATHOMETER\* CADET



An accurate yet low cost indicating sounder for small power and sailing craft. Shows depths from 1 foot to 160 feet at 900 soundings per minute. Finds fish; warns of shoals, ledges, underwater hazards. Installs in most boats without lay up or holes in hull.



### Submarine Signal FATHOMETER\* JR. Recording Models 1373 and 1373S

Records contour and type of bottom on moving chart; length, density and depth of fish schools. Model 1373 with dual range 1 to 100 and 100 to 200 fathoms, Model 1373S with dual range in feet for shallow water soundings; 1-200 and 200-400 feet.



### Submarine Signal FATHOMETER\* JR. Indicating Model 1080C

A red light indicator that shows water depth beneath keel 240 times per minute; depth range to 600 feet — 100 fathoms; warns of shoals, reefs, hidden hazards; finds fish; facilitates bottom navigation. Simple, compact, easy to install.



### A Complete Line of RAYTHEON RADIOTELEPHONES

10, 25, 35 and 100 watt models... new in design, more compact, easier to install with all the latest features you need for dependable contact with shore, coast guard or other vessels.



SEE YOUR AUTHORIZED RAYTHEON MARINE DEALER about the right Fathometer\* Echo Depth Sounder and Raytheon Radiotelephone for your needs. Ask about convenient payment plan or write for details.

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MANUFACTURING COMPANY  
EQUIPMENT SALES DIVISION

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Raytheon Products Include: Mariners Pathfinder\* Radar, both 10cm and 3cm; Submarine Signal Fathometer\* Echo Depth Sounders; Marine Radiotelephones and other electronic equipment.

\*Reg. U. S. Pat. Off.

# You Can Depend on MUSTAD Key Brand FISH HOOKS

THESE finely tempered Norwegian fish hooks not only give you quick, easy-penetrating points and sturdy bends and shanks BUT—they have the stamina to "stand the gaff" and bring in your catch and save you considerable replacement and repair. Note their durable finish, too. Your dealer has them.

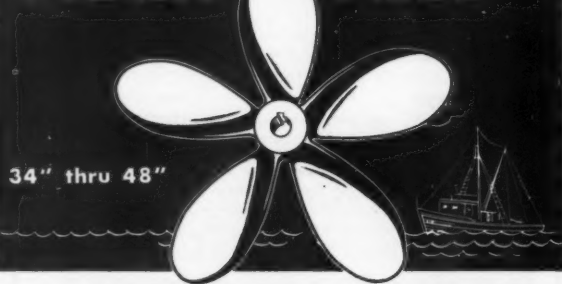


**O. Mustad & Son**  
MANUFACTURERS  
Established 1832

OSLO NORWAY

Sales Agents  
Ed. W. Simon Co., Inc.,  
320 Broadway, N. Y.

## VIBRA FREE \*



34" thru 48"

### \* A POSITIVE CORRECTIVE FOR VESSELS WITH ABNORMAL VIBRATION!

If you want to get rid of the excessive vibration that ruins nerves as well as hull and fittings, here's the way to do so completely... change to the new, thoroughly proven FEDERAL "VIBRA-FREE" 5-blade wheel. And, as a bonus, you will get considerably more speed and greater fuel economy. Requires no change in R.P.M., diameter or pitch, and the cost is little more than a 3-blade standard wheel. See your FEDERAL dealer, NOW! It will pay you.

**FEDERAL  
PROPELLERS**

GRAND RAPIDS 3, MICHIGAN

## New Bedford Scallop Landings (Lbs.)

Abram H. (1)	10,250	Linus S. Eldridge (2)	27,000
Agda (1)	12,000	Louis A. Thebaud (2)	25,000
Alpar (3)	31,325	Louise (2)	34,000
Amelia (3)	38,700	Lubenray (2)	28,500
Antonina (2)	22,000	Malene & Marie (2)	32,500
B & E (2)	27,800	Marie & Katherine (1)	9,500
Barbara (2)	22,300	Marmax (1)	17,500
Bobby & Harvey (2)	30,500	Martha E. Murley (3)	30,600
Bright Star (1)	15,500	Mary Anne (2)	29,625
Camden (3)	32,500	Mary Canas (2)	20,000
Cape Cod (2)	9,000	Mary E. D'Eon (2)	26,200
Cap'n Bill (1)	7,000	Mary J. Landry (1)	9,000
Carl Henry (2)	32,000	Mary R. Mullins (2)	24,000
Carol & Estelle (3)	36,800	Moonlight (2)	36,300
Catherine & Mary (3)	41,400	Nancy Jane (3)	37,800
Charles S. Ashley (3)	34,100	Nantucket (2)	21,125
Daggy (1)	3,000	New Bedford (2)	29,500
Dolphin (1)	14,000	New Dawn (2)	14,500
Doris Gertrude (3)	21,000	Newfoundland (3)	34,700
Dorothy & Mary (3)	31,300	Palestine (1)	10,000
Eleanor & Elsie (2)	31,000	Pearl Harbor (3)	40,500
Elizabeth N. (3)	36,700	Pelican (1)	17,000
Empress (2)	32,650	Peter & Linda (1)	3,000
Ethel C. (2)	25,140	Porpoise (3)	38,425
Eunice-Lillian (3)	40,150	Red Start (2)	32,200
Fairhaven (3)	41,000	Richard Lance (1)	13,000
Falcon (2)	18,300	Ruth-Moses (3)	39,050
Flamingo (1)	13,000	Sea Hawk (2)	21,125
Fleetwing (2)	23,625	Sea Ranger (3)	40,675
Francis J. Manta (1)	16,000	Shirley & Roland (2)	7,500
Gambler (2)	21,500	Smilyn (2)	23,625
Janet & Jean (2)	28,000	Sunapee (2)	23,600
Jerry & Jimmy (2)	24,900	The Friars (2)	26,000
John David (1)	3,400	Ursula M. Norton (2)	32,000
Josephine & Mary (2)	12,600	Vivian Fay (2)	35,000
Kingfisher (3)	45,500	Wamsutta (2)	30,000
Lainee K. (2)	19,400	Wm. D. Eldridge (2)	27,500
Lauren Fay (2)	29,500	Wm. H. Killigrew (2)	31,000
Liboria C. (1)	10,000		

## GLOUCESTER

Alden (1)	35,000	Ida & Joseph (2)	63,000
Althea (1)	75,000	Immaculate Concept'n (5)	195,000
Alvan T. Fuller (1)	88,000	Irma Virginia (7)	11,000
American Eagle (4)	77,000	Jackie B. (4)	100,000
Anna Guarino (13)	21,000	Jackson & Arthur (11)	33,500
Annie (14)	87,000	J. B. Junior (7)	82,500
Annie II (9)	35,000	Jennie (1)	500
Anthony & Josephine (8)	61,500	Jennie & Julia (2)	3,000
Atlantic (1)	65,000	Joseph & Lucia (1)	140,000
Baby Rose (2)	225,000	Josie II (9)	23,500
Benjamin C. (1)	200,000	Kelpie (2)	1,500
B. Estelle Burke (1)	71,000	Killarney (1)	190,000
Billow (1)	200,000	Kingfisher (1)	230,000
Bobby & Jack (1)	100,000	Lady of Good Voyage (1)	107,000
Bonaventure (1)	165,000	Linda B. (10)	37,500
Breaker (1)	220,000	Little Flower (4)	35,000
Brookline (1)	225,000	Little Joe (5)	44,500
California (2)	62,000	Lois T. (7)	27,000
Cara Cara (1)	130,000	Lorine III (1)	24,000
Carlo & Vince (6)	226,500	Lucy Scola (11)	94,500
Carol Jean (2)	103,000	Madame X (5)	17,000
Catherine (8)	9,000	Manuel F. Roderick (2)	215,000
Catherine Amiraault (1)	200,000	Manuel P. Domingos (1)	160,000
Catherine L. Brown (1)	140,000	Margie & Roy (8)	6,000
Charlotte M. (1)	28,000	Margie L. (7)	11,000
Chebeague (6)	90,000	Maria Immaculata (5)	15,500
Cherokee (1)	57,000	Marion & Alice (1)	118,000
Cigar Joe (2)	150,000	Maris Stella (1)	170,000
Clipper (1)	200,000	Mary (13)	34,000
Columbia (1)	200,000	Mary & Josephine (1)	210,000
Curlaw (2)	336,500	Mary E. (8)	11,500
Dawn (10)	62,000	Mary Rose (1)	168,000
Della Mae (1)	195,000	Mary W. (2)	105,000
Dolphin (1)	130,000	Michael F. Dinsmore (1)	110,000
Doris F. Amero (2)	163,000	Minkette Ist (13)	16,500
Edith L. Boudreau (2)	150,000	Mocking Bird (2)	252,000
Eleanor (3)	6,500	Mother Ann (1)	220,000
Eleanor Mae (3)	7,000	Natale III (2)	55,500
Estrela (1)	200,000	No More (7)	16,000
Eva II (2)	2,500	Novelty (6)	37,000
Evelina M. Goulart (1)	88,000	Nyoda (2)	88,000
Falcon (10)	60,500	Ocean Life (1)	425,000
Felicia (1)	210,000	Our Lady of Fatima (1)	230,000
Florence & Lee (1)	190,000	Phillip & Grace (1)	135,000
Frances R. (5)	159,000	Pilgrim (1)	172,000
Frankie & Jeanne (7)	12,500	Pioneer (1)	6,000
Gaetano S. (1)	127,000	Positive (2)	292,000
Gertrude E. (7)	12,500	Priscilla (1)	1,000
Golden Eagle (1)	140,000	Puritan (1)	151,000
Hazel B. (2)	248,000	Raymonde (1)	105,000
Heleen B. (1)	43,000	Rose & Lucy (3)	70,000
Hiawatha (2)	25,500	Rosemarie (1)	41,000
Holy Family (2)	303,000		
Holy Name (2)	3,000		

## Gloucester Landings (Continued)

27,000	Sacred Heart (7)	12,500	Shannon (1)	7,000
24,000	St. Anthony (1)	125,000	Superior (2)	67,000
34,000	St. Francis (8)	151,500	Sylvester F. Whalen (1)	165,000
28,500	St. John (7)	11,000		
32,500	St. Joseph (2)	85,000	Theresa M. Boudreau (1)	220,000
9,500	St. Mary (6)	175,000	Tina B. (1)	105,000
17,500	St. Nicholas (1)	180,000	Trimembral (6)	8,500
30,600	St. Peter (2)	110,000		
29,625	St. Peter II (1)	152,500	Villanova (1)	100,000
20,000	St. Providence (14)	45,000	Vincie N. (1)	58,000
26,300	St. Theresa (1)	45,000	Virginia Ann (8)	60,500
9,000	St. Victoria (2)	180,000		
24,000	Salvatore & Grace (3)	138,000	We Three (7)	74,500
36,300	Sammy C. (11)	10,000	White Owl (7)	11,000
37,800	Santina D. (1)	30,000	Whitestone (1)	65,000
21,125	Sarah M. (1)	1,000	Wild Duck (1)	150,000
29,500	Sea Queen (1)	90,000		
14,500	Sebastiana C. (3)	100,000	Yankee (2)	135,000
34,700	Serafina N. (8)	298,000		
	Serafina II (2)	78,000		

## Scallop Landings (Gals.)

Dartmouth (2)	3,000	Nellie-Pet (2)	3,600
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## BOSTON

21,125	Acme (5)	48,200	Mary & Jennie (4)	38,100
40,675	Addie Mae (5)	52,000	M. C. Ballard (3)	141,500
7,500	Adventure (L.T.) (3)	210,100	Michael G. (5)	39,900
23,625	Agatha & Patricia (2)	174,700	Michigan (1)	70,300
23,600	Angie & Florence (3)	59,400	Mother of Grace (3)	44,400
26,000	Annie & Josie (5)	30,100		
32,000	Arlington (3)	314,200	Nancy B. (4)	91,700
35,000	Atlantic (3)	206,500	Natalie III (2)	98,800
30,000	Ave Maria (Drag'r) (6)	32,900	Nautilus (3)	210,500
27,500	Ave Maria (O.T.) (2)	123,600	Neptune (2)	141,900
31,000			Noreen (1)	64,000
	Bay (2)	133,300	Novie (10)	10,900
63,000	Bonnie (G.N.) (1)	500		
195,000	Bonnie (O.T.) (3)	210,200	Ohio (1)	62,700
11,000	Bonnie Jean (4)	2,400	Olympia (3)	85,700
100,000	Bonnie Lou (2)	101,000	Olympia La Rosa (4)	118,300
33,500	Brighton (3)	310,000		
82,500			Pam Ann (4)	226,300
500	Calim (3)	357,500	Parrot (4)	2,000
3,000	Cambridge (3)	248,100	Phantom (3)	445,000
140,000	Carmela Maria (4)	71,500	Philip & Grace (1)	53,400
23,500	Catherine B. (Drag'r) (3)	87,600	Plymouth (2)	120,000
	Catherine B. (L.T.) (6)	35,900	Princess (6)	53,200
	Charlotte G. (2)	41,700		
	Comet (3)	158,300	Racer (3)	198,700
	C. R. & M. (2)	38,700	Raymonde (1)	45,900
	Crest (3)	355,700	Red Jacket (3)	412,600
			Roma (5)	49,800
	Diana C. (3)	50,700	Ronnie (6)	5,500
	Dorchester (1)	110,000	Rosa B. (2)	158,200
	Drift (2)	224,300	Rosalie D. Morse (3)	257,400
			Rosemary (1)	7,100
	Elizabeth B. (2)	169,500	Rosie (4)	47,100
			Rush (2)	127,600
	Famiglia (3)	31,100		
	Flying Cloud (3)	362,100	Sacred Heart (5)	30,800
	4-C-688 (4)	11,200	St. Anna (6)	25,500
	4-H-823 (6)	19,200	St. Joseph (2)	76,100
	4-R-830 (2)	12,800	St. Michael (1)	600
	Francis L. MacPherson (1)	63,500	St. Michaelangelo (6)	7,300
			St. Peter (1)	35,300
	Helen B. (2)	84,600	St. Peter II (1)	45,100
	Hilda Garston (1)	64,700	St. Providence (6)	11,600
			St. Rosalie (1)	34,200
	Ida & Joseph (1)	43,000	St. Theresa (1)	33,100
	Irene (1)	500	San Antonio (2)	3,200
	Irene C. (4)	2,400	San Antonio II (5)	38,900
			San Calogero (3)	47,900
	Jane B. (3)	213,000	Santa Maria (4)	129,500
	J. B. Junior (2)	185,200	Santa Rita (6)	24,100
	Jimmy Boy (1)	19,500	Santa Rosalia (5)	15,200
	Joe D'Ambrosio (1)	700	Santina D. (1)	15,500
	Josephine F. (L.T.) (5)	18,600	Sarah M. (2)	4,000
	Josephine P. II (3)	93,200	Savola (6)	26,400
	Jesie M. (3)	28,000	Superior (1)	33,800
			Swallow (2)	168,000
	Lawrence Scola (3)	52,600		
	Leonarda (4)	13,900	Texas (3)	94,800
	Leonard & Nancy (1)	47,700	Thomas Whalen (3)	237,500
	Liberty Belle (3)	28,600	Triton (2)	145,700
	Little Nancy (3)	79,800	Twin Sisters (2)	1,300
	Little Sam (4)	35,300	Two Pals (2)	18,900
	Lone Ranger (1)	4,000		
	Lucky Star (3)	224,800	Vincie N. (1)	48,500
			Virginia (2)	82,000
	Mabel Mae (2)	135,200		
	Maine (2)	212,300	Wave (2)	246,000
	Manuel F. Roderick (1)	49,600	Weymouth (3)	200,300
	Margaret Marie (1)	5,600	Wm J. O'Brien (2)	130,100
	Maria Christina (10)	17,600	Winchester (3)	254,900
	Maria Del S. (4)	21,800	Winthrop (1)	67,000
	Maria Giuseppe (9)	16,600	Wisconsin (3)	351,600
	Marietta & Mary (1)	47,600		
	Marsala (3)	48,300	Yankee (2)	54,700

## NEW YORK

Evelina M. Goulart (1)	42,000	Olivia Brown (1)	51,000
Felicia (1)	47,500	Ronald & Mary Jane (1)	53,500
Katie D. (1)	27,500	Tina B. (1)	45,000
Lady of Good Voyage (1)	33,000		

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\* Trade Mark.

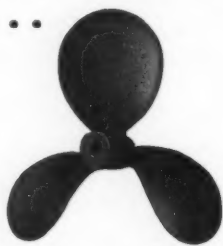
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Air Brant (1)	855	Muskegon (2)	1,575
Beatrice & Ida (2)	2,325	Norseman (2)	1,120
Buzz & Billy (2)	2,150	Olive M. Williams (2)	1,850
Catherine C. (2)	1,750	Quest (2)	1,200
Clipper (2)	1,357	Rainbow (1)	750
Florence B. (2)	1,750	Rockaway Belle (2)	1,200
Gloria F. (2)	1,925	Rosalie F. (2)	1,575
Hazel S. (1)	140	St. Rita (2)	1,698
Major J. Casey (1)	875	S. No. 31 (2)	2,275
Malvina B. (1)	900	Susan (2)	1,550
Miriam A. (1)	900	Victoria (1)	575

## PORTLAND

Agatha & Patricia (1)	46,700	Geraldine & Phyllis (5)	170,400
Agnes & Elizabeth (2)	76,100	Gulf Stream (1)	195,400
Alice M. Doughty (3)	141,100	John J. Nagle (1)	38,100
Alice M. Doughty II (1)	1,300	Margaret & Jean (3)	4,800
Althea (1)	12,500	Myrt II (3)	6,900
Annie Louise (8)	46,400	Nellie M. (1)	3,800
Araho (1)	37,500	St. George (1)	191,000
Carmela & Lois (1)	4,900	Sea King (2)	123,800
Challenger (10)	66,200	Silver Bay (1)	162,000
Courier (1)	220,000	Sunlight (1)	190,300
Crescent (10)	66,700	Theresa R. (2)	206,300
Dart (1)	5,000	Thomas D. (2)	144,900
Elinor & Jean (5)	176,200	Vagabond (4)	214,200
Ethelina (3)	222,300		

## Scallop Landings (Lbs.)

Adele K. (2)	30,600	Mary & Julia (2)	30,784
Carolyn & Priscilla (1)	16,295	Monte Carlo (2)	30,017
Catherine T. (1)	14,080	Vandal (1)	18,812

## STONINGTON, CONN.

America (1)	600	Lindy (1)	200
Averio (11)	8,800	Lisboa (10)	8,700
Bette Ann (9)	11,600	Little Chief (1)	400
Betty Boop (7)	15,000	Mary A. (10)	16,900
Carl J. (6)	12,700	Mary H. (13)	6,700
Carl & Dennis (1)	2,100	New England (1)	800
Carolyn & Gary (10)	9,500	Old Mystic (16)	25,500
Catherine (8)	6,400	Our Gang (3)	2,800
Connie M. (12)	3,700	Pvt. Frank Kessler (2)	3,300
Fairweather (16)	37,800	Ranger (1)	1,200
Five Sisters (3)	13,100	Rita (1)	1,300
Harold (10)	8,300	Russell S. (2)	26,900
Irene & Walter (17)	21,900	Theresa (2)	2,300
Jane Dore (10)	7,400	Vagabond (8)	4,400
Laura (12)	3,600	William B. (13)	18,800
Lt. Thomas Minor (13)	13,400		

## Inspection of Steel Hulls

(Continued from page 14)

where wastage is becoming evident. Among them are the drain wells sides, bottoms, as well as the sounding lines to the double bottom tanks through this area. Fuel oil leaks up through these locations should be avoided. Forepeak tanks also have been noted to be quite rusty on occasions.

### Buckling Is a Problem

There is one location of possible wastage on the bottom of these welded hulls that appears to need special attention, and that is in the way of the buckling that occasionally has been observed near the after end of No. 3 hold. This buckling which runs thwartship between the floors seems to work and for that matter even change its location from one frame space to another. Accompanying this deformation, noticeable grooving of the plating has been observed together with thinning of the plating.

Apparently what happens is that the flexure of the plating breaks the paint surface, allowing the salt water to form a scale. Subsequent cleaning on dry dock does not remove the scale to a sufficient degree and, even though painted over, further working of the plating again cracks and spoils the protective paint film.

If this protective coating is broken in way of a buckle soon after the vessel is back in service and while the remainder of the bottom still is well coated, the corrosive action is probably more rapid than ordinarily would be expected, as this condition presents a small unprotected area upon which a concentrated electrolytic action can take place. To let this condition continue until a crack occurs may result in rather serious consequences. Accordingly, if there is any evidence of wastage that might lead to failure serious consideration should be given to correcting this condition immediately.

## Gloucester Mackerel Seiners Land First Trips of Season

Four Gloucester seiners arrived at Newport, R. I. May 11 with a total of 32,000 lbs. mackerel, for which they received 18¢ a pound. Their arrival inaugurated the 1953 mackerel seining season.

The vessels included the *Rosie and Gracie*, Capt. Joe Palazolla, 10,000 lbs.; *Rose Marie*, Capt. Peter Scola, 10,000 lbs.; *Alden*, Capt. Frank Mineo, 6,000 lbs.; and *Jean and Patricia*, Capt. Frank Foote, 6,000 lbs.

On the fifteenth, four seiners including the *Jennie and Julia*, Capt. Paul F. Scola, *Rosie and Gracie*, *Rose Marie*, and *Alden*, were at Newport with 50,000 lbs. mackerel. They fished off Block Island, getting the fares late the night before.

### "Ronald and Mary Jane" Burns and Sinks

The 98' fishing dragger *Ronald and Mary Jane* sank 35 miles south southwest of Shelburne, N. S. on May 20, after being ravaged by flames for eight hours. Capt. James N. Tucker and his crew of six men abandoned the burning craft in a dory, and were picked up shortly afterward by the Portland, Me. dragger *Theresa R.*

The *Ronald and Mary Jane* was owned by Flag Fish Co., Fulton Market, New York. The dragger had spent the Winter fishing out of Fulton Market, and was on her first North Atlantic fishing trip of the year when the mishap occurred.

### Make Concession Regarding Sardine Size

The U. S. Food & Drug Administration has announced that until the matter is settled by a hearing, "they will interpose no objection to packing and labelling of herring over 9" as sardines, provided they are called large sardines." The concession was obtained after Congressman William H. Bates of Salem had been apprised by Davis Bros. Fisheries, Gloucester, of the hardship that an earlier ruling would make on their business.

### Installing Equipment for New Freezer

Work on the transformation into a fish freezer of the former gas works property and buildings in Gloucester began the latter part of May with the arrival of the ammonia refrigerating equipment. Leonard M. Weisman, president of the Master-Freezer Corp., has disclosed that the amount of storage space in the new plant will be 12 million pounds.

Upon completion of the plant, the total freezer space in Gloucester will be approximately 29 million pounds. This also includes the new 4,000,000-pound Tri-Cove Freezer, due to be officially dedicated on June 4.

### Land Good Trips

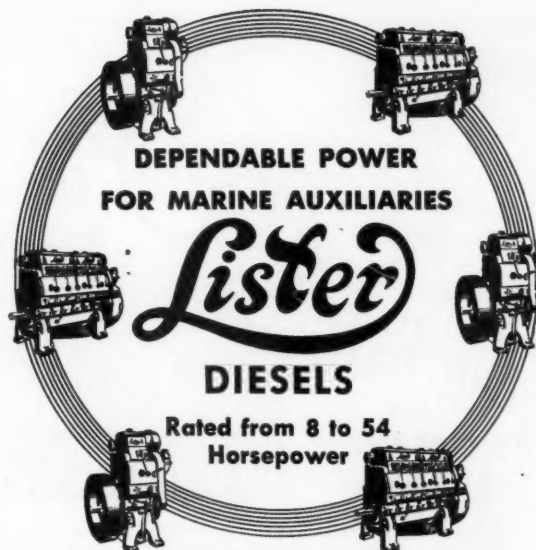
The *Ocean Life* hailed for 425,000 lbs. of ocean perch on May 25, after being gone only 13 days. She fished on Grand Bank during the trip, and was under command of Capt. Morton Selig. The *Ocean Life's* regular skipper is Capt. Manny Marques, who remained ashore for a trip.

The dragger *Holy Family*, Capt. Matt Moceri, made a fast trip during May, having landed 140,000 lbs. ocean perch on the thirteenth after a 10-day trip.

A good gray sole fare was brought in May 21 by the dragger *St. Anthony*, which had 90,000 lbs. of the fish, besides 35,000 lbs. ocean perch. The sole went for 7¢ a pound, to give the dragger a gross stock of \$6300 on that variety alone.

### Big Day's Landings

Gloucester had her best day of the year May 18, when 14 draggers hailed for 2,330,000 lbs. fish, including 1,962,000 lbs. ocean perch, 230,000 lbs. haddock and haddock scrod, and 138,000 lbs. mixed fish. Largest fare was that of the *Kingfisher*, which hailed for 230,000 lbs. ocean perch.



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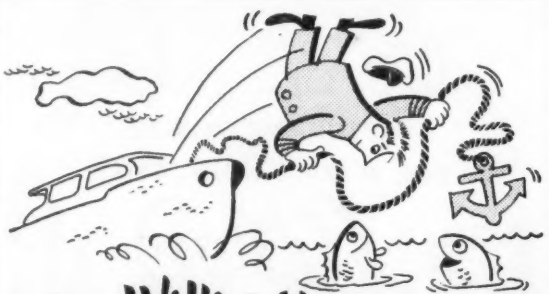
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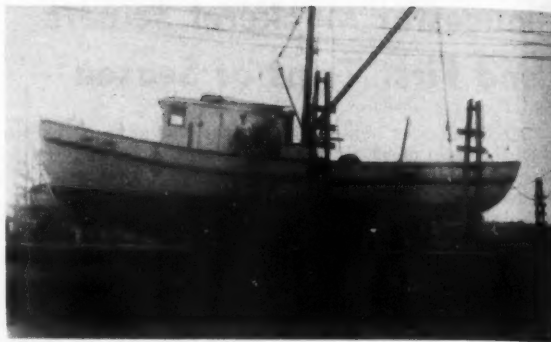
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The 50' shrimper "Capt. Joe", owned by Edward August, Jr. of Brunswick, Ga., and painted with Pettit paint. She is powered with a 70 hp. Caterpillar Diesel with 2:1 Twin Disc reduction gear and 38 x 30 Columbian propeller. The craft uses Gulf fuel and lubricating oil, and has Roebling wire rope, Stroudsburg hoist, Northill anchor and Linen Thread Co. Gold Medal nets.

## Rhode Island Law Requires Monthly Catch Reports

Two bills pertaining to the fish and shellfish industry, recently were signed into law by Governor Roberts. One, which the Governor signed May 8, requires monthly reports by commercial fishermen of statistics on their catches. Also signed by the Rhode Island Governor was a bill providing for the creation of a commission to study and codify the State shellfisheries law. The commission will have an appropriation of \$2,500.

Rep. Ulysses G. Cooper of Narragansett won unanimous passage in concurrence in the House recently of a bill reducing the daily maximum scallop limit for commercial fishermen from 15 to 10 bushels. He said the bill was designed as a conservation measure, and was drawn to stop waste and spoilage of the shellfish, especially in his section of the State. The measure which then went to the Governor, also increases the commercial license fee from \$10 to \$15.

## Want Weather Signal Tower at Galilee

Plans for a proposed Galilee weather signal tower are being considered by U. S. meteorologist Ralph Carlson after an inspection early in May of the Narragansett port. Petitions have been signed by Galilee fishermen requesting the tower's installation. It was pointed out that the nearby Point Judith signal tower cannot be observed from Galilee.

The Providence meteorologist was told by Frank Hareter, former Narragansett dock superintendent, and Capt. Kenneth Winters, a commercial fisherman, that approximately 40 draggers operate out of Galilee the year-round.

## New Nautical Chart

The U. S. Coast and Geodetic Survey has announced the publication of a new edition of its nautical chart of Narragansett Bay and Newport harbor. The new edition includes an extensive revision of hydrographic data on the East Passage based on recent coast and geodetic survey studies.

## Dykstra New Head Fishermen's Co-op

Jacob Dykstra is the new general manager of the Point Judith Fishermen's Co-operative. He replaces George B. Gross, who resigned effective April 25, exactly five years after the firm opened for business.

## Quahaugs Grow Faster in Sand than Mud

A two-year controlled study of the quahaug by Dr. David M. Pratt of the Narragansett Marine Laboratory, a

branch of the University of Rhode Island, has revealed that quahaugs living in sand grow 24 percent faster than those in an adjacent plot of mud. Dr. Pratt also found that growth of the quahaug is most rapid in the Spring and early Summer. He reports that the hard-shelled clams are in greatest abundance in the northern parts of Narragansett Bay.

### Named to Atlantic Commission Committees

Dr. Charles J. Fish, director of the University of Rhode Island Narragansett Marine Laboratory, and Prof. Robert A. DeWolf, associate professor of zoology, have been appointed to the Atlantic States Marine Fisheries Commission's technical advisory committee. Dr. David M. Pratt, also of the Narragansett Marine Laboratory, has been named a member of the special committee dealing with studies on the clam.

## Boston Fleet Loses Two Draggers During May

Two Boston draggers sank during the month of May, but all hands aboard them were saved. The craft included the 74' former Gloucester dragger-seiner *Marietta and Mary*, which sank 30 miles east of Cape Cod on May 18. Her Boston owner-skipper, Capt. Peter Condelli, and the crew took to the dory, being rescued shortly afterward by the dragger *Diana C.* which took them into their home port.

The 96' Boston dragger *St. Bernadette* sank some 25 miles off Southport Harbor, Me. on May 8, after striking a submerged object in heavy fog. Her seven-man crew escaped safely and rowed eight miles to Mt. Desert Rock where a rescue boat picked them up.

The dragger was loaded with 110,000 lbs. of fish. She was owned by Joseph Giacalone of Medford, and skippered by Capt. Salvatore Vaiarellea of East Boston.

### Land Mackerel Fares

The first direct fare of fresh mackerel at Boston this season was brought in May 11 by the netter *Parrot*. The boat hauled for 800 lbs. and received 29¢ per pound. She was one of 27 craft with 878,300 lbs. of fish at market opening.

The trawler *Bay* had 14,000 lbs. of mackerel in a 63,500-pound fare May 13. The mackerel went for 12¢ a pound, which meant a gross stock of \$1680 on that variety alone.

### New Fuel Injection Service

Boston Fuel Injection & Engine Service Co., a newly organized firm located at 280 Northern Ave., Boston, Mass., has been made an authorized American Bosch service station. All new calibrating equipment and the latest tools for fuel injection work have been installed. The firm has docking facilities at its shop for any size vessel.

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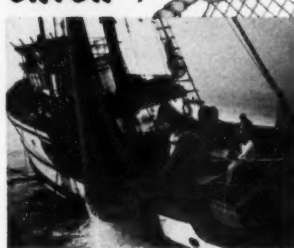
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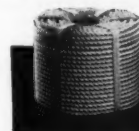
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Louis Posner, Fish Pier, Boston, Massachusetts  
Robert Horman, 903 State Street, New Haven, Connecticut  
West Haven Shipyard, Main and Water Streets, West Haven, Connecticut  
Marine Electric Corporation, 600 Fourth Avenue, Brooklyn, New York  
United Boat & Dock Service, City Island, New York 64, New York  
Sutter Brothers, 2501 Knapp Street, Gerritsen Beach, Brooklyn, New York  
Charles W. Rogers, Curtis & Union Avenues, Manasquan, New Jersey  
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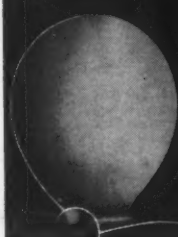
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## Canadian Report

By C. A. Dixon

### Urges Advertising Campaign for Fish

At a meeting of the Charlotte County Board of Trade at Wilson's Beach, a principal line-fishing port in southern New Brunswick, discussion took place on the fishing industry. Vance R. Huntley, sitting member of the New Brunswick Provincial Legislature, advocated the introduction of an advertising campaign for fish products.

He commented: "I believe such would set the industry on a better basis. Fish still is a popular food in the United States, which country is Canada's greatest fish exporting market. The popularity of smoked fish, however, has decreased by 80 per cent during the last 40 years. In the same period the sale of canned fish has increased by 50 per cent. We must look to this new method of preparing fish to please the public," he concluded.

### Sardine Herring Still Scarce

Anxiety prevails in southern New Brunswick over the sardine fishing situation. The expected Spring school of fish failed to show up, and with June already begun, prospects for catches before Summer arrives are dim. What few fish are being caught are coming from the Lepreau area and St. Andrews Bay. Two or three of the Canadian sardine factories are in operation on broken time.

### Grants for Breakwaters and Wharves

Fishermen of Grand Manan are to fare well this year in respect to government grants for aids such as breakwater rebuilding and protective measures. It is said that \$300,000 will be laid out on repairs to breakwaters and other aids at North Head, Woodward's Cove, Ingalls Head, and White Head. At Campobello, a new breakwater-wharf is being built at Curry's Cove, Wilson's Beach, and at Deer Island the public wharf at Fairhaven is being extended and rebuilt.

### Fishermen's Union Officials Installed

The organization of a fishermen's union with branches in different parts of southern New Brunswick has become a reality. Installation of officers took place at a meeting held recently in St. George, N. B. of the Charlotte County membership of the Southern New Brunswick Fishermen's Association Federal Union No. 507. Vernon McNichol of L'Etete is chairman; Loren Harvie, Beaver Harbor, vice-chairman; and Eugene McNichol, Mascarene, secretary.

Nelson Dick, L'Etete, and T. Arthur Doherty, Lancaster, secretary-treasurer and recording secretary, respectively, were present at the meeting. Councillor Doherty submitted reports on conferences held with representatives of the packers and processors in Maine and New Brunswick regarding prices to be paid for fish this year.

The Union is chartered by the Trades and Labor Congress of Canada. Councillor Arthur S. Mawhinney, Chance Harbor, is President of the parent organization in the southern New Brunswick area.

### Capt. William Martin

Capt. William Martin, 81, one of the best known sardine boatmen along the coast from Saint John to Portland, died recently at his home in Lambert's Cove, Deer Island. Capt. Martin was born in Oconto, Wis., but came to Deer Island when a small boy. He owned and operated the "King George" sardine weir at Deer Island for some years, and then entered the employ of E. A. Holmes Packing Co. of Eastport, now the Holmes Packing Corp., as sardine boatman. He first commanded the *Nellie M. Stanley*, and later was Captain of the *Bessie L.*

## Vineyard Bailings

By J. C. Allen

May has slipped astern, and another Spring has come and gone. It was about as uneventful as we ever have seen in a long and checkered lifetime. We have heard men suggest that they had lived too long, and we have hit the point where we can understand this. Every man is raised among things with which he becomes familiar, maybe depends upon. And if and when there comes a time when all these disappear, he feels lost or worse.

That's the way we feel when we cruise Vineyard Sound today. Where once there was a mess of traps, twine and spiles, today there is not a mesh the whole length. The only trap fisherman we have sets in Buzzards Bay, and his gear is out of sight of the Vineyard Island.

Following a Winter that was moderate enough to suit anyone, the slow Spring came hard. Because, moderate as the Winter was, there wasn't too much done through the cold months. Few of our vessels can make it offshore in Winter, and even the largest didn't do too well.

The seasonal fish hit here all right enough, and the first of the Summer run appeared on schedule or before. But there hasn't been enough of any of 'em to attract any particular attention.

Again, the month of May was an old-fashioned one—a good deal of light weather so far as wind was concerned, but plenty of fog. Draggers have a bad time operating inshore when they can't see their ranges on the land. It doesn't do to pile up on those banks in even moderate weather.

So it's hard to tell just what there is or may be, but it doesn't look too promising unless we get a run of Southern fish this Summer. Reports are contradictory except when you study 'em, and even then they don't make too much sense at times.

Lobster fishing, south of Cape Cod, is as good as it has been in recent years, even better than some, in Buzzards Bay. But as we have mentioned before, it looks as if the season would end as soon as the weather warms up.

### Mackerel May Be Coming Back

For the first time in a good many seasons a mackerel netter landed a trip at a local market. There could be something significant in this. Mackerel catchers have been seining mostly for years, and the heft of their operations have been too far away for them to land at a local market. But years ago a fleet netted close-to at this time of year. Perhaps the mackerel are coming back.

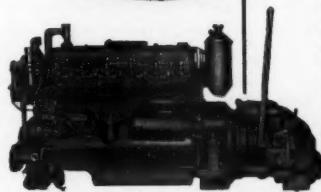
What has played hell with them for years has been the bluefish which drove 'em, and it seems to us, too, that we have had more porpoises in local waters than we used to have.

We probably are suffering from the pessimism that comes to a man who has reached the age where he harps about the good old days. But it is true as gospel that the fish that once constituted the bulk of the overall catch are not plentiful any more.

Our real tonnage used to be in squiteague, and before that we caught bonito by the boatload. There was a time when flukes could be seined from the beaches by the ton. We can figure only a few years since cod and haddock were the prime fish in Massachusetts markets, and always sold well.

Today no squiteague to amount to anything are hailed anywhere in this whole New England area. Flukes are only taken in quantity offshore, unless you count the few juveniles that the small boats pick up in mid-summer. Bonito seldom are seen anywhere, and they are apt to be small.

We would like to know what is happening, and we don't wonder that others, intimately connected with the industry, squawk. They probably would like to know some of the answers, too.



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Companies whose names are starred (\*) have display advertisements in this issue; see Index to Advertisers for page numbers

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Ingersoll-Rand, 11 Broadway, N. Y. 4, N. Y.

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Brown Alarm Mfg. Co., Inc., 1631 Filbert St., Baltimore 26, Md.

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Bowers Battery & Spark Plug Co., Reading, Penn.

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\*Surrette Storage Battery Co., Salem, Mass.

Willard Storage Battery Co., 246 East 131 St., Cleveland 1, Ohio.

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The Edwin H. Fittler Co., Philadelphia 24, Pa. New Bedford Cordage Co., 131 Court St., New Bedford, Mass.

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## COUPLINGS—Marine

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\*Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

\*Wilfrid O. White & Sons, Inc., 216 High St., Boston 10, Mass.

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Applied Electronics Co., 1246 Folsom St., San Francisco 3, Calif.

Bludworth Marine, 92 Gold St., N. Y. 7, N. Y. Kaar Engineering Co., Palo Alto, Calif.

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## ENGINES—Diesel

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Caterpillar Tractor Co., Peoria, Ill.

Cooper-Bessemer Corp., Mount Vernon, O.

Cummins Engine Co., Columbus, Ind.

\*Detroit Diesel Engine Div., General Motors Corp., Series 51, 71 and 110 Marine Diesels, 13400 W. Outer Drive, Detroit 28, Mich.

Enterprise Engine & Machinery Co., 18th and Florida Sts., San Francisco 10, Calif.

\*Fairbanks, Morse & Co., Chicago, Ill.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

\*Hallett Mfg. Co., 1601 West Florence Ave., Inglewood, Calif.

P&H Diesel Engine Division, Harnischfeger Corp., 100 Lake St., Port Washington, Wis.

Kermath Manufacturing Co., 5890 Commonwealth Ave., Detroit 8, Mich.

The Lathrop Engine Co., Mystic, Conn.

\*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

\*The National Supply Co., Engine Division, Springfield, Ohio.

\*Nordberg Mfg. Co., Lincoln Bldg., 60 East 42nd St., New York 17, N. Y.

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\*H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

\*Perkins-Milton Co., Inc., 376 Dorchester Ave., South Boston 27, Mass.

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Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.

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The Lathrop Engine Co., Mystic, Conn.

\*Nordberg Mfg. Co., Lincoln Bldg., 60 East 42nd St., New York 17, N. Y.

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Scripps Motor Co., 5817 Lincoln Ave., Detroit 8, Mich.

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\*Detroit Diesel Engine Div., General Motors Corp., Series 51, 71 and 110 Marine Diesels, 13400 W. Outer Drive, Detroit 28, Mich.

\*Hallett Mfg. Co., 1601 West Florence Ave., Inglewood, Calif.

Nap. J. Hudon, 40 Fish Pier, Boston, Mass.

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\*O. Mustad & Son, Oslo, Norway.

\*"Pfueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

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Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

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R. J. Ederer Co., 540 Orleans St., Chicago, Ill.

The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.

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\*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

Moodus Net & Twine, Inc., Moodus, Conn.

Joseph F. Shea, Inc., East Haddam, Conn.

\*A. M. Starr Net Co., East Hampton, Conn.

\*Sterling Net & Twine Co., Inc., 164 Belmont Ave., Belleville, N. J.

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Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

\*Socony-Vacuum Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

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\*Pittsburgh Plate Glass Co., Pittsburgh, Pa.

\*C. A. Woolsey Paint & Color Co., Inc., 229 East 42nd St., New York 17, N. Y.

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\*Federal Propellers, Grand Rapids, Mich.

\*Hyde Windlass Co., Bath, Me.

Michigan Wheel Co., Grand Rapids, Mich.

## PROPELLER SHAFTS

The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

## PUMPS

The Edson Corp., 141 Front St., New Bedford, Mass.

Jabco Pump Co., 2031 N. Lincoln St., Burbank, Calif.

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Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

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G. Walter Machine Co., 84 Cambridge Ave., Jersey City 7, N. J.

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Diesel Engine Sales Co., Inc., St. Augustine, Fla.

Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.

Newbert & Wallace, Thomaston, Me.

\*Frank L. Sample & Son, Inc., Boothbay Harbor, Me.

Story Marine Railway, So. Portland, Me.

Webber's Cove Boat Yard, Inc., East Blue Hill, Me.

West Haven Shipyard, 3 Water St., West Haven, Conn.

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Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

## WIRE ROPE

\*American Steel & Wire Division, United States Steel Co., Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio

Bethlehem Steel Co., Bethlehem, Pa.

John A. Roebling's Sons Co., Trenton 2, N. J.

Wickwire Spencer Steel Division of The Colorado Fuel & Iron Corp., Palmer, Mass.

## FAO Reports on Latin American Fisheries

Latin America as a whole has shown steady progress in the development of its fisheries since the end of World War II, according to a study prepared by the Food and Agriculture Organization of the United Nations (FAO).

The report shows that certain limited areas of Chile, Brazil, Peru, Venezuela and Mexico already have the nuclei of large fisheries industries, including secondary processing industries like freezing and canning. In general, however, the study disclosed that the industry is still at an elementary stage of economic development where primitive techniques and small-scale production prevail.

The report states: "Developing the fisheries industry to its full capacity is a process that calls for well-developed business management in handling and trade, and technological standards which only a highly developed economic structure normally can support."

As large-scale mechanization is very expensive, FAO experts feel that it should not take place in Latin America before mass demand has been secured. But sound policies of small-scale mechanization on the basis of existing types of craft and gear, particularly when combined with social and credit schemes for the benefit of small producers in the region, can result in a substantial raising of labor productivity.

Cooperatives have proved very effective in this respect in Brazil, Mexico, British Guiana and certain Caribbean countries, the report shows. The Brazilian law, for example, requires that fishermen belong to societies which must have a minimum of 150 members. These societies levy a 3 percent tax on the catch, out of which certain services are provided. These include education, medical care and loans for financing the purchase of boats and gear.

Advanced methods of fish processing have comparatively minor importance in the economy of the industry except in a few industrial centers in Chile, Mexico, Peru and Venezuela.

The findings of FAO's experts reveal: "Among the many factors which are hampering the growth of fisheries production in these underdeveloped areas, the limitations imposed by the peculiar economic and social structure predominate. Lack of reasonable marketing organization and an efficient transport system to handle perishable foodstuffs, high costs of distribution, and deficiency in purchasing power in the lower-income brackets of the population undoubtedly supply the main reasons for the low levels of productivity observed."

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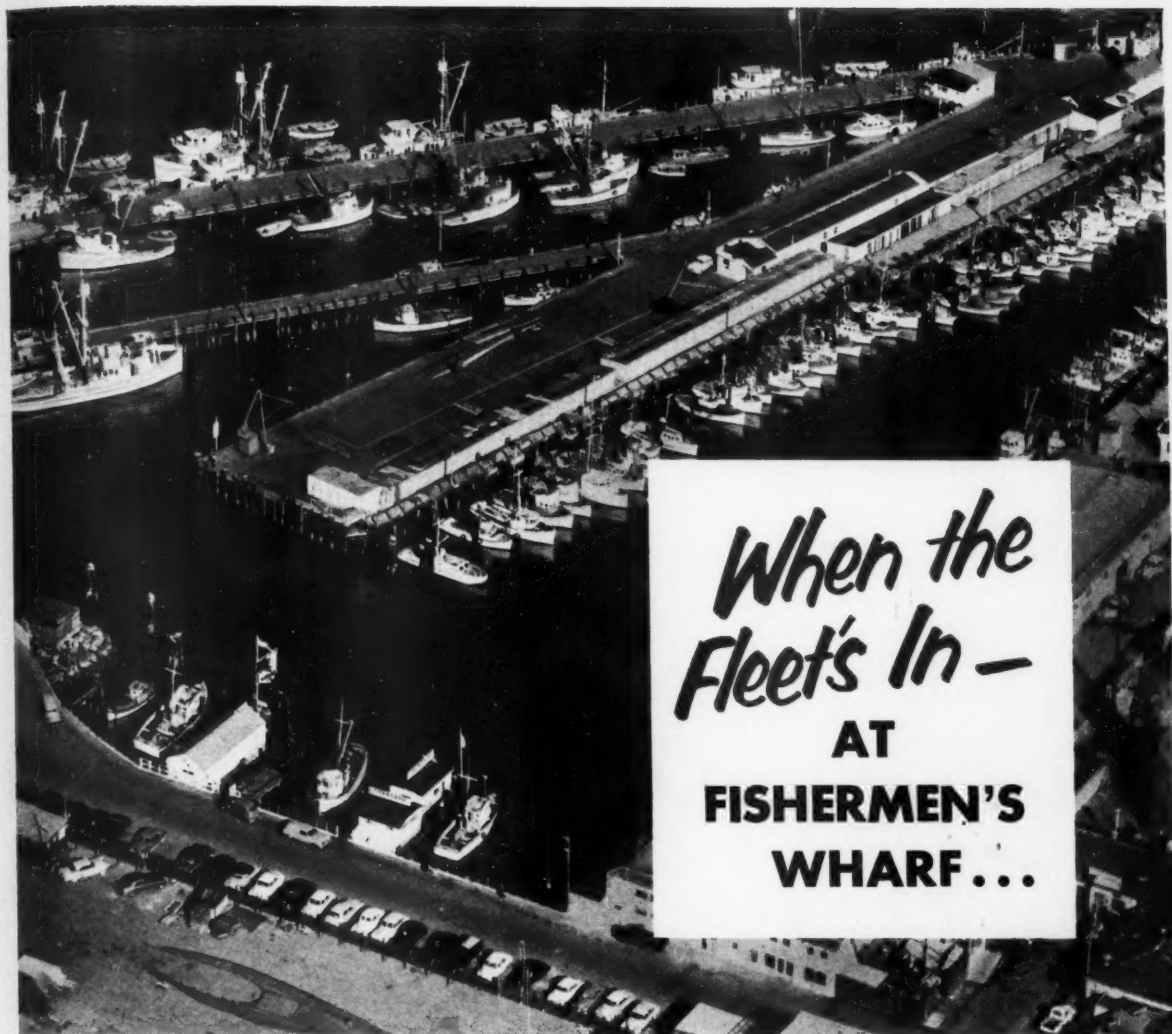
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His well-known Flying Red Horse station features modern pumps that fill

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**Mobil Marine Service**

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JUNE, 1953

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